HONGKONG WEEKLY

PRESS,

with which is incorporated the

CHINA OVERLAND TRADE REPORT,

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the World \$2.

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LHE

DIRECTORY & CHRONICLE FOR 1907.

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ESTABLISHED 1857

No. 15,389, 號九十八百三千五萬一第

HONGKONG, MONDAY, AUGUST 12th, 1907. 日四初月七年三十三緒光

一拜禮 號二十月八年七零百九千一英禮香 PRICE, \$3 PER MONTH.

WATSON'S

PURE CARBOLIC SOAPS. RECOMMENDED BY THE

STRONG MEDICAL, MEDIUM, AND TOILET.

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THE HONGKONG DISPENSARY. ALEXANDRA BUILDINGS.

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PORTLAND CEMENT. In Casks 375 lbs. net \$4.50 per cask ex Factory In Bags 250 lbs. net \$2.70 per bag ex Factory.

SHEWAN. TOMES & CO.,

General Managers. Aongkong, 3rd October, 1906.

BROWNING AUTOMATIC PISTOLS. POCKET

CALIBRE 7.65 m.m. With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS. SIEMSSEN & CO. Hongkong, 6th March, 1907.

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 m.m. With CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS. CARLOWITZ & CO. Agents. Hongkong, 13th March, 1907.

DAVID CORSAR & SON'S MERCHANT NAVY NAVY BOILED **FCANTAS** LONG FLAX RELIANCE CROWN TARPAULING ARNHOLD, KARBERG & CO. Sole Agents

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TIME TABLE.

WEEK DAYS. 7.80 p.m. to 9.80 a.m. ... Every 10 minutes. 9.30 a.m. to 11.00 a.m. ... Every 15 minutes. 11.80 a.m. to 12.45 p.m. ... Every 15 minutes. 12.45 p.m. to 1.15 p.m. ... Every 10 minutes. 1.15 p.m. to 1.45 p.m. ... Every 15 minutes, 1.45 p.m. to 2.15 p.m. ... Every 10 minutes. 2.15 p.m. to 8.00 p.m. ... Every 15 minutes. 8.80 p.m. to 5.00 p.m. ... Every 15 minutes 5.00 p.m. to 8.00 p.m. ... Every 10 minutes.

_NIGHT CARS. F.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m., every hour.

SATURDAYS. Ertza Cars at 11.30 p.m. and 11.45 p.m.

8.00 a.m. tc 9.00 a.m. ... Every 15 minutes. 9.00 s.m. to 9.80 s.m. ... Every 80 minutes. 9.50 s.m. to 10.30 a.m. ... Every 15 minutes. 10.20 a.m. to 11.00 a.m. ... Every 10 minutes. 11.45 a.m. to 12.00 Noon... Every 15 minutes. 1.00 p.m. to 5.00 p.m. ... Every 10 minutes. 5.00 p.m. to 6.00 p.m. ... Every 10 minutes. 18.00 p.m. to 7.00 p.m. ... Every 15 minutes. 7.00 p.m. to 8.00 p.m. ... Every 10 minutes. NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to

11.16 p.m., every half hour. SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Vorux Road Centra'.

JOHN D. HUMPHREY & SON, General Managers. Hongkong, 9th May, 1907.



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COAL DEPARTMENT MARUNO-UCHI, TOKIO.

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Hongkong, 10th August, 1907.

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Hongkong, 8th August, 1907.

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Hongkong, 16th August, 1905.

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a107

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FOR THE YEAR 1007 SPECIAL THROUGH RATES FOR PASSENGERS AND 45 LUGGAGE TRAVELLING FROM SHANGHAI, NAGASAKI OR TSURUGA TO MOSCOW, AND ALL PRINCIPAL POINTS IN RUSSIA.

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The journey to Moscow from Shanghai including stays at Nigasaki and Vladivostock takes Sixton days, and from Nagasaki and Tsuruga 13 days.

Passengers on landing at Vladivostock will be met by an Official of the Chinese Eastern Railway Company.

First-class Passengers travelling by "Express Train" must obtain at Vladivostock " Platzkart" so as to have their own numbered seat and bedding.

Second-class Passengers travelling by "Express Train" must obtain "Extra Ticket for travelling Express" besides "Platzkart" as above. On these will be an extra charge.

For any further information, kindly apply to the CHINESE EASTERN RAILWAY Co., 19 The Bund, Shanghai, and Svietlanskeja Street, Baginoff House, Vladivostock. [81021 15th May, 1907.

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Hongkong, 1st June, 1907.

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THE STANDARD LIFE OFFICE. (ESTABLISHED 1825.)

THE Accumulated Funds of the Company are nearly

£11,000,000, and the annual revenue is at the rate of PER DAY.

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FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons TOO DEGLOOMB Elegantly Furnished Reception Rooms

Private Bar and Billiard Room for Hotel Residenta Hydraulic Lifts to each Floor. Electric Lighting and Fans Every Comfort Ladies' Afternoon Tea Rooms Ladies' Cloak Rooms

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FIRST CLASS EUROPEAN HOTEL On the British Concession. Electrically Lighted. Every Modern Comfort and Convenience at Reasonable Rates.

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MACAO, CHINA. In the Centre of the Praya Grande. CAPT. T. AUSTIN, R.N.R., Manager Both Hotels Electrically Lighted and under experienced European Management. Every Comfort and Convenience for Residents

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AB been re-opened under European management and most strict supervision as to food cleanliness and hygiene of the place All comforts of a home.

A most pleasant retreat for those desirous of a few days' rest and quiet, Comfortable accommodation for travellers paying a visit to the historical and picturesque

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NEW CARTRIDGES.

Py Popular English Manufacturers. In all Bores and Sizes. SMOKELESS POWDER and CHILLED SHOT. From No. 10 to SSSG. at \$6, \$7 and and AIR GUNS in Variety.

Inspection Invited. WM. SCHMIDT & CO. Hongkong, 26th October, 1906.

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BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR & HOUSEHOLD.

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ABSOLUTE PURITY

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PERFECTION.

OUR SODA WATER is the most whole some daily beverage that can be taken.

OUR LEMONADE, ORANGE CHAM PAGNE, RASPBERRYADE, LEMON the finest Fresh Fruits.

We would draw special attention to OUR LIME FRUIT CHAMPAGNE, which has the pleasant characteristics of the finest Lime Fruit.

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OUR STONE GINGER BEER since its introduction, has been steadily growing in popular favour.

A.S. WATSON & CO.. LIMITED,

CHEMISTS ÆRATED WATER MANUFACTUREES,

&c., &c., &c.

HONGKONG, CHINA & MANILA. Hongkong, 12th August, 1907

NOTICE TO CORRESPONDENTS. should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good

All letters for publication should be written on. one side of the paper only:

No anonymously signed communications that have Aready appeared inother papers will be inserted. Orders for extra copies of DATLY PRESS should be ent before 11 a.m. onday of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: PRESS,

Codes: A.B.C. 6th Ed. Lieber. P.O. Box, 34 Telephone No. 12.

MARRIAGE. - On August 3rd, at Shanghai, Harr Christo-THER MARSHAL to ALICE FANNY COOPER.

On August 4th, at Sta ghai, August Den John, eldest son of the late ALEXANDER LAW and Mrs. JOHN PRESTICE, aged 31 years.

LICHGRONG OFFICE: 10A, DES VEUX ROAD C LONDON OFFICE: 131, FLUET STREET, E.C.

Hongkone, August 12rm, 1907.

THE revolting crime now agitating the minds of all our renders promises to mark an epoch, as a famous Yokohama one did ten years ago. It does not present quite as | an excitement in Court circles and Their many mysteries as the Carew case did, but | Majesties seemed to be much moved. it has characteristics not entirely dissimilar inasmuch as the murderer seems to have exercised a similarly mistaken ingenuity to mislead his inevitable pursuers. In the Carew case, anonymous letters were written to divert the bue and cry; in the present instance the man has endeavoured to entangle it amid a multiplicity of steamers. In both cases there are symptoms of what we may call the "penny dreadful," mind, and the same extraordinary inattention to matters bound to defeat the object of the rest of the schoning. It must be a source of consolation to the public that in the majority of such cases, criminal ingenuity generally suffers from flaws that lead to its detection. In the detective world, "Sherlock Holmes "isa myth; gossips grumble occasionally at the alleged inefficiency of the | free of charge from any station on the line. It does not expect that the miracles of Conan Doyle's imagination should be reproduced the official guardians of public safety that | prospective "fare," says a Shanghai piper.

"Professor Moriarty" is an equally rare bird. The smartest of criminals will make the most stupid of blunders. The murderer who could conceive of the plan of getting yen and the scarcity of the Mexican dollar. At his victim entombed in the depths of the hold of an oceangoing steamer was cunning, but not shrewd enough to reckon on the consequences of a possible miscarriage of his plan, Otherwise he would have used for packing the grisly evidence of his brutality something other than towels into which was woven in staring characters the name of the hotel at which he and his victim had been staying. As to his temperament, the liveliest curiosity is unavoidable. It must have required a devilish sort of temper to kill a woman by strangling, with the deliberation evinced in the use of a hairbrush as a tourniquet. The subsequent robbery, again, even if i were not the sole motive of the crime, puts the wickedness of it all on a lower, meaner scale; and though the man has to be tried before he is condemned, (and caught before he is tried), we do not anticipate in this case any sentimental issues being raised, c brainstorms, or any specious defences of that sort. Whoever slew the unfortunate woman under circumstances of such almost in conceivable malignity has well earned the unanimous execration of the populace, and the police now in search of him have the strongest possible public good wishes for their success. It is a little unfortunate that so much well meant assistance should have proved an embarrassment rather than a help, but though the opportunities of getting SQUASH, &c. possess the true flavour of away from Bongkong are so numerous and complex, the police do not despair of eventually laying hands on the miscreant. The publicity already given to the description of a suspect must have made his progress less easy than it has hitherto been.

> The French Mail of the 9th July was delivered in London on the 9th inst.

Hongkong's revenue for the period ended May 31st, 1907, amoun's to \$2,898,994.72, and the expenditure to \$2,366,971.17.

From the 1st January till 31st May this year the receipts paid into the Treasury amounted to $85,\overline{8}77,037.05$, and the pay ments out amounted to \$5688,703.3 . The receipts under the heading of subsidiary coins amount to \$43,316.97.

An error was made in the scoring for the Governor's Cup Competition | H. K. V. R. A.] for July, The Hon. Mr. F. H. May's correct score was 51 and 10 handicap, total 61. His handicap was erroneously entered as 20,

Mesers. A. S. Watson & Co., have been appointed Chemists to His Excellency the Governor and Household, Messrs, A. S. Watson & Co., Ltd. have filled this position to every Governor of this Colony since its annexation in 1841.

During July the rainfall was 7.385, the heaviest recorded on one day being 2,340 inches on July 24th. The mean for the past 20 years for July is 13.32 inches. The amount of sunshine was 210,5 hours slightly over the mean, which is 200.1.

His Maj sty the King has not been advised to ex roise his power of disallowance with respect to the following Ordinances: - Ordinance No. 1 of 1907, entitled-An Ordinance to amend the Proba'es Ord nance, 1897: Ordinance No. 2 of 1907, entitled -An Ordinance for the incorporation of the Hongkong College of Medicine.

It is hereby notified for general information that arrangements have been concluded for supplementary mail to be made up on board the French Contract Mail Steamers for Shanghai up to the time fixed for departure of the mail. The postage to be prepaid by Hongkong Postage Stamps at the usual letter rate between Hongkong and Shanghai.

H. E. Vicercy Yuan Shih-k'ai presented a memorial to their Majesties, strongly denouncing the short-sighted policy of many of the Imperial advisers, and declared that the fate of China would be like that of Kores, if reforms were still obstructed by the reactionary party. The reading of the Viceroy's memorial created quite

It is reported from Hankow that hostilities have arisen in Anlu prefecture, Hupeb, between the Protestant and Roman Catholic converts of Chang-heiangheien and Ching-shinhsien, Several pitched battles have already been fought with varying success between the two sects, and | Board Vicercy Chang Chih-lung is sending a strong force to restore order. Who ever heard of similar affairs between Confucianists and

Considerable satisfaction will be felt by all Jardine Gresson. who have occasion to use the Shanghai-Nanking Railway on learning that the Company has made arrangements with the Horse Bazaar Co., I.d. to provide all the carriages on the stand at the station; for the conveyances hitherto plying for hire there have been monstresities of antiquity and discomfort. A fixed charge of one dollar per hour or part thereof will be made and carriages may be engaged by telegraph | instant. police, but the most unreasonable of them | is to be hoped that it will be found possible to exercise some jurisdiction over the ricshas outside the station, to prevent the unseemly clamour and scrimmages that now take place in real life. It is therefore fortunate for amongst the coolies at the night of a

As the coinage of the Colony is about to become the subject of investigation by a Commission, we may draw attention to the growing prevalence of the Japanese the present rate of exchange the discount on the yen is 91 per cent. As the majority of the Japanese coins in circulation appear to be quite new the inference is that they are being imported as a business speculation. Just as the depreciated Chinese twenty-cent piece passes current in small business trans actions at its nominal value, so is the Japanese

yen given and accepted as the equivalent of a

Mexican dollar. The "Japan Advertisor" states that telegraphic communication between England and Japan will pr bably be effected in future at ping of explosives from balloons. The about half the present charge. At the present moment, a message between the two countries via the Great Northern Telegraph Company can be transmitted at the rate of Y2,42 per word. It is now reported that, as the result of arrangements made between England and Russia, the rate from England to Vladivestok has been fixed at 82 sen per word. The Japanese authorities are, therefore, contemplating inaugurating a wireless telegraph system between Vladivostok and Tsuruga, with a view to opening a direct service at the rate of 40 seu per word. The new plan will be submitted for approval to the International Telegraphic Convention to be held in April next year.

HONGKONG'S FINANCES.

The Statement of Assets and Liabilities on the 31st May, 1907, are as follows:---LIABILITIES. Money Order Remittances...... 4,055.04 Officers' Remittances 1,082,70

Suspense House Service 12,990,20 Total Liabilities 198,833.82 Halance of Assets..... 1,239,541,97

Total \$1438,375.79 ASSETS. Balance, Bank 251,885.40 Balance, Crown Agents 37,666 64 Advances Crown Agents' Deposits 380,731.60 Deposits not Available 86,328,78 Subsidiary Coins *379,396,05 Total\$1,439,375.79

* Estimated loss to be deducted on withdrawa of Coins from circulation \$12,000.

V.R.C. AQUATICS.

There was a large attendance at the Victoria Recreation Club on Saturday afternoon to witness two swimming events which had been arranged. The first, a two lengths handicap was swum off in heats, which resulted as First heat-J. W. Bains, owes 8, 1; F. da

Roza, owes 6, 2; A. V. Barros, owes 10, 3. Time-50 secs. Second heat-S. Kingsbury, owes 6, 1;

L. Le Breton, owes 7, 2; A. H. Carroll, owes 8, 3. Time-52 secs. Third heat—A. J. V. Ribeiro, owe 7, 1; A. M. Roza Pereira, owes 8, 2;

J. M. C. Lopes, owes 9, 3; E. M. Remedios owes 4, 4. Tim: -53 secs. Final-J. W. Bains, 1; S. Kingsbury, 2; A J. V. Ribeiro, 3. Time-51 secs.

The team race resulted as under:--L. Le Breton, O. R. Chunyut, F. K. Tata

J. M. C. Lopes, J. M. R. Pereira, A. J. V. Ribeiro and M. A. R. Sonza... ... 2 | with the slump.

P. M. Remedios, A. H. Carroll, L. E. Lammert and H. S. Jephson... J. W. Bains, A. V. Barros, S. Kingsbury and P. M. O. Remedios 4

WATER POLO.

On the conclusion of the foregoing events an inter club game of water polo took place, the Blues being captained by I. E. Lammert and the Whites by E. M. Remedios. After a very keen game in which brilliant play was witnessed on both sides, the score stood one all. It was then agreed that extra time should be played but when the whistle again sounded there was no change in the score.

APPOINTMENTS.

The following appointments are notified in the Gaz tte:-

It is hereby notified with reference to Govern ment Notification No. 511 of the 1st instant that the Board of Arbitrators appointed by His Excellency the Governor under the provisions of the Crown Lands Resumption Ordinance 1900 (Ordinance No. 1) of 190)), consists of the following members :- His Honour Mr. Justice Wise (Chairman), the Honourable Mr. William Chatham, C. H.G., Mr. William Danby, and Mr. C. F. W. Bowen-Rowlands (Secretary) 22nd August, at 10.15 s.m. at the Supreme Court, Small Court, for the first sitting of the

His Majesty the King has been pleased to approve of the populatment of the Honourable Mr. Henry Keswick to be an Unofficial Member of the Legislative Council of Hongkong during | supper for her mistress. the absence from the Colony of Mr. William

His Excellency the Governor has been pleased to appoint Mr. Arthur Joselyn Brackenbury to be his Private Secretary, with effect from the 8th instant.

His Excellency the Governor has been pleased to grant to Surgeon-Lieutenant Charles Forsyth, Hongkong Volunteer Corps, leave of absence for twelve months, commencing from the 14th

LATEST STEAMER MOVEMENTS.

The P. & O. str. Namur left Singapore for this port on the 9th inst. at 3 p.m. The J.-C.-J. Lijn str. Tjiliwong left Macassar for this port on the 9th instant, and may be expected here on or about the 17th instant.

TELEGRAMS.

REUTER'S SERVICE.

JAPANESE CRUISERS IN SPAIN.

LONDON, August 8th. The Tsukuba and the Chitose are at San Sebastian: Admiral Ijuin lunched with the

THE HAGUE CONFERENCE.

Spanish Royalties.

LONDON, August 8th. The Commission at the Hague has discussed a Belgian proposal to renew the declaration of 1899, prohibiting the drop-French and Russian Delegates opposed the renewal of the declaration on the ground that it hindered the progress of the art of war. Lord Reay said that the earth and sea were enough for military operations, and the air must be left free. The proposa dropped owing to the absence of unanimity.

London, August 9th.

DAMAGED DESTROYERS.

Eight destroyers damaged in th manœuvres of the Home fleet will be docked at Portsmouth.

CASABLANCA. LONDON, August 9th.

THE BOMBARDMENT OF

The bombardment of Casablanca lasted 48 hours, and it is stated that 100 Moors were killed and wounded. The branch of the State Bank was sacked by the Moors and 60,000 pesetas stolen.

The latest advices seem to show that the French were seriously mistaken in landing opportunity to look whole quarters of the town and maintained a furious fusillade agniest the French Consulate. Official telegrams give the most graphic descriptions town. The attacks of the tribesmen culminated in a great onelaught on the morning of the 7th just, when four French cruisers arrived just in time to relieve the defenders. The French lost 7 killed, and by the vessel. two officers and seven men wounded. The Spaniards also had some casualties. The French reinforcements vigorously repulsed an attack of 6,000 tribesmen outside the town. Order has now been restored.

SLUMP ON THE NEW YORK STOCK EXCHANGE.

LONDON, August 8th. yesterday in consequence of heavy realizations, ascribable to the belief that the Federal State Governments were showing a renewed hostility to the Corporations. British Consols dropped to 812 in sympathy

THE DUKE OF CONNAUGHT'S APPOINTMENT.

LONDON, August 8th. Mr. Haldane has announced the Duke of Connaught's appointment to Field Marshal, Commander in Chief, and High Commissioner for the Mediterranean. The force under H.R.H. will comprise the garrisons of Gibraltar, Malta, the detachments at Crete and Cyprus, and the British troops in Egypt and the Soudan.

"OUIDA'S" POVERTY.

The Daily Mail correspondent at Florence tells a sad ta'e of the state of want to which "Onids" has been reduced in her old age, rendering the small pension just granted to her | neck chair, cash pattern, diamond in centre; exceedingly welcome.

Until two years ego, he says, Mile de la Ramée occupied at Sant' Alessio, Lucca, a G. M."; one long chain cable pattern; diamond splendid three-story villa adjoining a church. She was known as the Lady of the Dozs and was seen always with a number of them around her. Her intense fondness for dogs. coupled with a certain megalomania, caused her on one famous occasion to give a meal of milk, bread, and meat to every dog in Lucca. The Chairman has appointed Thursday, the She paid the bill for this extraordinary banquet willingly, though, as previously when living in Florence, heavy debts were crowding upon her through her utter ignerance of the value of money.

On several occasions about this time she went foodless a whole day, remarking, "It is sufficient if the dogs eat." Frequently hor maid appealed to the owner of the villa for a

In the end the landlord of the villa turned 'Onida'' out, and she took rooms in the firstclass Hôtel de Russie at Viareggio. Once again her thoughtless expenditure exbausted her resources, and her plight was such that last September the " Mamma of the Dogs." as Viareggio had named her, passed the night

under the trees on the sea-front. A woman took Mile. de la Ramés to her own humble cottage at Monti, and kept her there for some months. That homeless night on the cold beach caused "Onida" to lose totally the sight of her left eye. In February last "Ouida" took two rooms at the Hotel Grande Bretagne, Viareggie. She

stayed there until financial straits having again overtaken her, she left with her ex-maid's mother to stay at Massaresa, a village five miles away. At Massaresa the air is delightful, but it is a melancholy spot. Here in a milkman's squalid cottage the old lady, who wrote her first book forty-four years ago, now lives.

THE HARBOUR MYSTERY.

MURDERER STILL AT LARGE.

WOMAN IDENTIFIED.

The expectations of the public as well as the policowere damped by the telegram from our Shanghai correspondent which appeared in Saturday's issue, stating that the suspected murderer was not aboard the s.s. Hongkong Marie. The disappointment, however, has had the effect of spurring the police to still g reater exertion, and with the promptitude which the characterised their inquiries since the murder was first made known to them, they have succeeded in obtaining another clue which it is hoped will be the means of bringing about the anxiously awaited arrest,

It is a busy time at the Detective Office just now, and the continual ring of the telephone bell is generally to inform the detectives that a man answering the description of the supposed murderer has been seen at such and such place. Messrs. Weismann & Co. and the D airy Farm, Ld. had been visited by such a man, but police enquiries went to show that in each instance it was not the man they wanted. Amateur Sherlock Holmeses are plentiful at Hongkong just now,

As soon as they were made aware that the man for whom they sought was not a passenger by the sa Hingking Mara the detectives They learned that a man of haggard appearance and with a stubbly beard did board, the steamer mentioned at the last minute. He paid his fare and was passed by the doctor at the American Consulate, but his description did not tally with that of the man who is wanted.

The description of another passenger who parties before a large force was available in | booked by the as. Tosa Maru under the name Casablanca, as the tribesmen seized the of Jackson did, however. This steamer cleared for Shanghai and Keelung on Tuesday, and the Nippon Yusen Kaisha's passenger clerk stated that there was a passenger on board whose description tallied with that of the wanted man. N. Y. K. office on Monday and asked the price of a passage to Shanghai. He was told \$60 and later paid the money, remarking that hi baggage was on board and that he was sailing Just before the steamer left the doctor

from the American Consulate and the shipping clerk, buth of whom were aboard, saw the suspected man, Jackson, holding conversation with a Miss Smith who was a pass enger to Scattle. She came to Hongkong from Manila by the Kumano Maru. The real name of the man suspected of being

The worst slump on the New York Stock the perpetrator of this sensational crime is Exchange, since the panic in March occurred Adzetts. The police learned this from a woman who used to live with him in Manila. From her they also obtained his photograph. The murdered woman was Gertrude Dayton

> of Youngstown, Ohio, U.S. 4. She was an unfortunate, and aged between 30 and 35. The natural colour of her hair was black, but lately deceased had taken to using dyes and her latest colour was dark auburn. A brush and bottle of dye were found in the room of the hotel at which she was staying. The value of the jewellery stolen is estimated

at \$1.5.0 gold. The items which Adzetts appropriated before leaving the hotel at which he was staying were, so far as can learned; one pair of diamond earrings; one ring, pink pearl, set with diamonds; one solitaire diamond ring; one ring, set with two small diamonds; one ring, set with two pearls; one frog pendant, green enamel and diamonds: one breast pin, set with diamonds; one Chinese gold watch set with diamonds, monogram "M. end ruby bracelet; one eagle pin with pearl in drop; small gold chain bracelet; one chain and lock modallion, head set in diamonds. From enquiries at the pawn shops, the police

\$55. This money was raised, it is believed to pay Adzetts' passage on the Tosa Maru. On Saturday afternoon shortly before four o'clock Detective Sergeaut Wat t arrested a man on suspicion, and took him to the Central Station. Mr. Larson, the boatswain of the steamer Montengle, identified him as the person who took the on board. There must have been a grea resemblance between the man arrested and the man wanted, for it appears the boatswain was mistaken. The police sent for another person who was acquainted with Adzetts and without hesitation she said the man in custody was not he. On her statement the suspect was

The police have since learned that the supposed murderer went on board the s.s. Korea, after having failed to obtain a passage by Hongkong Mary, and asked one of the officers depends upon the continuation of British rule."

to endeavour to get him away by that vessel. The seaman approached, however, did not comply

with the request. Yesterday afternoon and last night Chief Detective Inspector Hanson was auxiously awaiting a wire from Shanghai. On receipt of the news that Adzetts did not proceed by the Hongkong Maru, the subsequent inquiries of the detectives elicited the information, already mentioned, that a man answering his description had booked by the Toea Maru. This information, unfortunately, was gained too late to admit of a wire arriving at the northern Settlement before the ship. Word has been received that the man wanted got ashore at Woosung and escaped, but the police expect a wire this morning annuacing his capture.

THE GINSENG CASE.

A rather interesting case is now proceeding in Korea, in which a local native hong, Leh Tak-chong, and a British firm are concerned. the particulars of which are, briefly, as follows :- List Autumn a Korean official named Chao Ching shing came to Shanghai for the ostensible purpose of selling the aunual crop of ginseng, amounting to about 67,000 catties. After prolonged negotiations: a sale was effected to the Chinese hong for the sum of 1,650,000 yen, a contract being drawn up and signed by the parties concerned. Delivery of the ginseng was applied for in due course, but during the interval the Koreans had found it to their advantage to effect another sale of the same ginseng to a Japanese firm, to whom the ginsong was delivered, and when the Shanghai buyers redoubled their efforts to again get on the trail. demanded delivery they were told that the Korean officials had been compelled to sell the stuff to the Japanese. Meanwhile the Chinese had resold a portion of the ginseng to a local British firm, who now demand compensation for breach of contract, the market value of the article having advanced from twenty-four taels to forty-five tasks per catty, so that the total difference in value on 67,000 cattles amounts to no less than 1,407,000 taels. Mr. D'Anxion de Ruffe has been retained by the Chinese and he is now at Secul instituting proceedings in the Japanese Court there.— N. C. Daily News.

BRITISH RULE IN INDIA

At a time when a certain class of British politicians are engaged in trying to disparage of the defence of the consular quarter of the This person, the clerk stated, called at the British rule in India, it may not be without interest to quote the substance of a speech lately delivered at the Twentieth Century Club in Boston by Mr. Niels Grön, a Dane and a graduate of Harvard University, who spent last winter in India as a student of international affairs. Mr. Grön attende t the Indian National Congress in Calcutte, and, when 12, 00 Hindus stood up in the hall on December 26 last and sang the "Bande Mataram," he was, he confessed, thrilled with intense excitement, Upon the platform and directly in front of and beneath it sat 2,000- men assembled from all over India-Maharajahs and Rajahs, representatives of ancient houses, elected members of legislative conneils, of municipalities, professors, doctors, merchants and traders, journalists and lawyers, and these surrounded by 10,0.0 people from the masses, and from all, as if it were but one soul, there seemed to spring the cry for freedom. But the thrill was short lived, for the first few opponing speeches at the India National Congress clearly showed that it was not the freedom of the Indian people which was the aim, but political positions of the individual members of the Congress. Not a speech during the whole Congress brought forth a single throb that sprang from the heart of a patriot, but every sentence rang with the ambitious demands of the political office seeker. The spirit of the Congress resembled that which prevails in Washington directly after a presidential inauguration, when office seekers from all over the Union swarm in the capital-with this difference. however, that the American office seeker has usually rendered some service to the party by netitions, whereas the Indian aspirant owes all he is and has to the Government he denounces. The adage that a little knowledge is a dangerous thing has been exemplified by the Indian National Congress, the supporters of which, through the education they have received, now endanger rather then further the peaceful progress of civilization. Though Mr. Gron went to India prejudiced against the Britons by what he had heard regarding British exterion and cruel treatment of the natives, he had not been there many weeks before his judices had been changed into frank admiration for a people that had accomplished such results as had been attained in India during the comparatively ring, four diamonds and a pearl; one bull- short period of 200 years. Let any man become acquainted with the conditions in India two centuries ago and then go there now and see the present state of affairs and he could but agree that there was nothing of which the Auglo-Saxon race could be as proud as the establishment and maintenance of practically absolute justice throughout the whole of India by the British. It was the operation of this principle of justice that was the foundation of British strength in India. "On February 2nd (Signora dei Cani), as she had invariably thirty mouth; one small pearl brooch with turquoise last," said Mr. Gron, "I had a special opportunity of comparing the disloyalty of the educated class with the absolute devotion of the masses towards their protectors and rulers. At 8 o'clock in the morning that day I took a train at Delhi station in company with the learned that two diamonds were powned by principal and four other professors and 15 studman giving the name of H. Jones for ents of the upper class of one of the colleges of Delhi. We went north towards Labore to the station of Nangloi; there we left the train and walked 24 miles through the fields to a village called Moodka, containing about 1,500 Hindus and 300 Mahomedan farmers. We at once took possession of the Chappal (village), and there the discussions which had started immediately upon leaving Delhi continued for a considerable time. The professors and students were unanimous in denouncing the British rule. though to it they owed all the advantages they had had and were then enjoying; but they were careful to speak in English, for none of them dared to dehounce the British to those villagers. There were two other Europeans besides myself, and the three of us were taken for Britishers, and on that account had courtesy and kindness showered upon us. We were taken all over the village, into their houses, and their friendliness clearly showed that they would have spared nothing for my protection, because they thought I was British. On the return to Delhi that evening the professors and students were less enthusiastic with regard to what results might be expected from the efforts of their favourite political agitators, for I had pointed out, and I think with some success that the massess of the people in India realized that their safety, in fact their entire well being.

A Decree dated August 2nd and issued in the name of the Empress Dowager, states that the first duty of the Sovereign is to nourish and seek after the welfare of his subjects. The Ancients attached great importance to proper conduct of internal government, and in even greater proportion the necessity of promoting harmony and cordial relationships with foreign countries. China at the present day has her bands full of national problems. Her commonalty have not improved in riches; hence the necessity of paying more attention to finance and economic conditions. To attain this end, we established the Ministry of Agriculture, Works and Commerce to attend to these matters, but it is to be regretted that although several years have passed, the minds of the people have not been opened and enlightened as much as should be and this has been due to the fact that officials of all degrees have not inaugurated reforms with proper energy and earnestness, while their manner of exhortation and their advice for the encouragement of the people have not Lecu satisfactory. We, therefore, hereby command the Viceroys, Governors, and Tartar Generals of provinces to instruct their subordinates to make all haste to start all kinds of industries that are needed, and to exert themselves to encourage business amongst the people. These who are able to promote agricultural enterprises, mechanical arts and handicrafts. trades and mines or any other kind of business, or aid merchants to subscribe capital for industrial enterprises, succeed in them-such officials or gentry who have worked to such an end will be rewarded by the Throne to an extraordinary degree. Should any one be able to show that he has succeeded in starting a manufactory or industrial work with a capital of over ten million taels, where the workmen number several thousand, such persons will be even more greatly rewarded-even to the extent of being raised to the peerage. We further command the Ministry concerned to draw up a scheme of rewards in accordance with the foregoing and report the same to us without delay. The said Ministry is also commanded to present an annual report upon conditions of trade and industries that have been started and brought to completion and success, and these annual reports are to be distributed to officials, high and low, throughout the Empire for their information. Should any official, led by private animus fail to give proper assistance and protection to merchants and tradesmen, such official will be severely punished and no leniency will be shown. Let Our aim be to have no land lying fallow within our bor er, no wandering bands of unemployed people, and let us all work to make our country wealthy and strong. This is our entnest hope.

BRITISH AND GERMAN SHIPPING

In The Times Financial and Commercia Supplement of June 24, it was stated by a correspondent that an opportunity would occur after July 1 of seeing in what manner the German East African steam lines, which are supposed to be parties to the African Shipping Conference, will join in charging equal freights from Hamburg and from British ports to South and East African ports. The new British rates it was intimated would come into actual effect on July I, notice having been given by the stipowners to the merchants that the rates of freight by the British lines would be reduced by 2s, to Durban, and on some of the classes by a similar amount to East London, with other modifications to Cape ports, in order to carry out a fair differentiation in the relative rates to the Cape Colony. and to Durban, Natal, favourable to Natal, which colony had for a long period of time protested against the then existing differentiation. So far as can be ascertained the German lines, consisting of the Woermann East African Lite and the German Australian Line, show little disposition to modify their arrangements, considering no doubt that they may have an advantage through maintaining the old rates of freight, regard being had to the medification of the 10 per cent. commission which British companies have reduced to 5 per cent. I cannot see that it is in any way to the interest of British manufacturers or merchants to have this manifest repetition of the old efforts to secure favour for German goods as against British goods. The manufacturers of this country have sufficient ground to complain of the system carried out by the German steam lines in their trading with South Africa through their securing the support of the Government of Germany, who, to promote the sale of German manufactures, carry Gorman goods through from the town of manufacture in the interior of Germany at reduced railway rates on through bills of lading, on the distinct understanding that they are not to be shipped by British ships, but are to be forwarded by the steamers of the German lines. There is here a good argument for a policy of retaliation, and as a matter of fact it is only fair to correct what appears in Mr. Douglas Owen's evidence before the Royal Commission a few days ago when he said that the German lines in agreeing to join the ring retained for themselves the option to calculate the turiff or schedule rates of freight on either the ton measurement or the ton weight, for there has been no understanding with the British

It is interesting to know that the Government of Portugal have indicated their readiness to assist the British shipowners in their desire to have some such differentiation of rates to Delagoa Bay as has been carried out to Natal shall be 2s. 6d. on all classes of goods.

terms:--

other matters of common interest.

THE JAPANESE BUDGET.

Compared with the Budget for the preceding financial year that for the period April, 190 to March 1908, shows an increase of £11,320,989 in the revenue and of £11,421,983 in the expenditure. The ordinary revenue has been incressed to the extent of £2,605,855 as a result of the development of the general economy in the income, business, and sike taxes, textiles consumption tax. Customs duties, postal and telegraph receipts, salt monopoly receipts, and proit of the tobacco monopoly, and also of the great profit derived from the railways recently purchased by the State, while the extraordinary revenue has been augmented by the large amount brought over from the preceding year's account and by the surplus, also brought over, of the extraordinary war fund, the total increase

Under the head of extraordinary expenditure the increase of £6,213,391 is attributable to (a) extension of cargo accommodation at the port of Kobs. (b) maintenance of military strength, (c) replenishment of warships and torpedo-boats, (d) subjections for agricultural and industrial purposes (e) establishment of the North-Eastern Imperial University and other educational institutions, (f) preparations for the opening of the Japan Grand Exhibition in 1912, and (g) extension of the telephone exchange business.

Among the items of ordinary expenditure, which shows an increased total of £5,208,593, we flid ponsions and annuities, expenditures for the Residency General in Kores, &c.; but, although the Budget for 1957-8 thus indicates a great expansion as compared with that for the preceding year, the excess is mainly due to financial readjustments, such as the inclusion in the sermal Budget as continuing expenditures of these undertakings which though they should be paid for out of the extraordinary war fund, have not yet been brought to a state of completien, and the Budget has essentially been

economically improved. Itis encouraging to perceive that the Go vernment felt able to refrain not only from making any increase in the taxes, but also from raising any public loan whatever, except for the purpose of producing sources of revenue for such productive undertakings as the construction and improvement of railways, telephone extension, and the establishment of the stool foundry. The estimate for the general expenditure has been drawn up throughout, indeed, with a view to effecting as much retrenchment

The post-bellum condition of Japan is such that with regard to those general undertakings which have from the time of the war down to the present, been reduced in scale, to meet the expenses of the war, the Budget for the current year contains plans for the gradual resumption of and progress of the work thereon. Moreover, the encouragement of agriculture, commerce, and industry, the improvement of rivers and harbours, the extension of educational work, theincrease of means of communication, and the maintenance of military strength, are all undertakings planned to keep pace with the development of the general economy.

Special accounts have now been opened for the Kwangtung Government and the Karafuto (Japanese Saghalien) Administration, so that, whereas hitherto the expenditures in connection therewith have been charged to the extraordinary war fund, the aim in future will be to defray these expenditures out of local revenue as far as ressible, supplemented, if need be, out of the general account. Korea is already reaping the fruits of financial readjustment, and of substantialimprovement in general, and it is not probable that any heavy expenses will for the present have to be borne by Japan excepting those of the Residency General and the cost of railway construction and improvement. Karafuto likewise, save in respect of outlays on engineering and building prejects, will have a sufficient local revenue and will not be a charge on the Central

Government's income. Reference has been made above to the great profits derived from the recently-acquired State rallways, the aggregate length of line owned by the seventeen companies which were bought out having been 2,812 miles, and the cost of construction having amounted in all £23,463,115. The principle of railway nations. lisation was fully recognised in Japan from the outset, the first lines having been State lines, but for a time and for the sake of the speedy exension of the system throughout the country, much was left to private enterprise. In view, however, of the necessity for a definite postbellum programme, and for the increase of national wealth and the development of national resources, it has become of the utmost importance to introduce effective means of internal transportation and communication. The Government was led, therefore, to decide upon the State ownership of all railways used merely local importance. Out of a total of at Ils. 3.5, other stocks under this heading are thirty-two private companies the property of seventeen is in course of being absorbed under the Railway Nationalisation Law of last year, and must be paid for by the Government within the period of ten years from 1906 to 1915. There are now in Japan eighteen electric tramway companies with an aggregate capital of £3,891,393, and owning 130 miles of line already opened, with 82 miles more under construction.

ANOTHER IMPUDENT HOAX.

man has once done, man can do again. History, merry doings of the elderly German cobbler of the eye, which people have who are suffering | Conference. and shoomaker, who, inspired by some jovial from brain disease, and the other doctors, who lines that this system shall be agreed to or imp of imagination, blossomed out into the examined the prisoner at a latter stage, did not famous Captain of Kopenick, who did as he find a sluggish appearance about the eyes, nor would with the Mayor and Town Council of | did Dr. Ellis, when he examined him a second that respectable little town. The smile that time, which shows that the prisoner was getting man all round the world when the tale was told | belier when they saw him. But all three was wide as the Equator itself. To accost a doctors, on the evidence which was put before iquad of soldiers, and march off at their | them for the prosecution, and for the defence, and East London. They have announced the head to arrest the astonished Burgomeister, quanimously came to the conclusion that readiness of the Mezambique Government to and to annex the Municipal moneys; was a Sandwell was insane at the time of killing reduce their pier dues considerably upon the consummately bold thing to do, and a Hurley and same at the time of the trie. condition that the differential rate against humourous withal. But it seems that an Delagoa Bay on goods carried beyond Natal American was has paid the Bauptmann of opinion of the most experienced doctors of Kopenick the sincerest of all forms of flattery | Singapore? The position then being this, that All interest d in South African trade will be by imitating, in an equally bold way, that ever | Sandwell is a perfectly sane man at the present | steamship companies. glad to know that at the instance of the to be remembered coup. It seems that this moment, but was insane at the time of killing Government of the Cape there is every prospect American citizen gave himself out to be Herley, it must surely be cruel and illogical to of arrangements being come to between the Admiral Dewey, visited Kiel when the Regatta punish him for committing an set for which he South African Merchants' Committee and the was on, became a guest of the German Emperor | was not responsible, and as Sandwell is now shipowners in regard to rates of freight and bimself, was invited to inspect docks and ship- perfectly sane, there can be no possible object such matters as suggested in the letter of the building yards, and altogether incidentally had in putting him into a lunatic asylum. chairman of the meeting of shipowners dated the best of time amongst a hospitable com- The object of punishment is to deter others June 4, which was conched in the fe lowing munity, all keen to do honour to the famous from committing crime, but no amount of American / dmiral. When the gaff was blown | punishment can have any effect upon the in-I gather from the concluding portion of and the masquerader found out, the natural same, and to inflict punishment upon the same, your letter that either now or at some suitable result was that, with the Hero of Kopenick in for what they have done in a moment of untime after you have received the expression of view, it was at once seen to be a case of the consciousness, is both unreasonable and futile. opinion from South Africa which you suggest least said the sconest mended." And so the The killing of Hurley was either a brutal in the last paragraph your committee may be Transatlantic joker, we read, has not been murder, or the act of an insane man. In the able to meet the shipowners; and I am to incarcerated in the lowest cell in some grim medical opinion it was the act of an insane man. assure you on their behalf that we shall be military fortress for this glaring case of lese If this were not the case it would be clearly prepared to meet your committee at any time majoric. He has simply been told to go away, wrong to inflict a smaller punishment than death convenient to you, to consider whether and in and will probably at once be deported. It is an upon a perfectly same murderer. Therefore, what manner it may be of advantage and smusing incident, but everybody may be sure petition for a free pardon will be presented to advisable to alter in any particulars not only that the titbits of the affair will be left untold, His Excellency the Governor, and I publish this classification of goods, but rates generally, the unless the perpetrator of the hoaz becomes his letter because I should be glad to have the differentiation of rates on the coast, and any own historian. Kiel will say as little as it can, names of any persons who would be willing to at any rate. Free Press.

SHARE REPORT.

Mesers. Erich Georg & Co. say in their weekly share report, dated August 10th, 1907 :--Business has remained extremely dull, people having no confidence to operate, and transactions have been on a very limited scale. The sterling demand rate of exchange on London closes at 2s. 2-13-16d., and Consols

have fallen to £81-9-16. BANK SHARES.—A Small lot of old ex new Hongkong and Shanghai Bank Shares sold at \$675, and a few new at \$515, and more shares are on offer; fractional certificates sold at \$190. London quotes £51 and £60 for old ex new and new shares respectively. Nationals are

anchanged.

sales and unchanged in value.

FIRE INSURANCE SHARES, -A few Hongkongs sold at \$3174, at which figures shares are procurable. Chinas are on offer at \$98. SHIFFING SHARES .- Small lots of Hongkong. Canton and Macao Steamboats sold at \$291 and 295, closing with sellers at the higher rate. Indes are wanted at \$67 on the old basis; London quotes £4. 10s. for preference shares and £3.2. 63, for deferred. Shells are weak at 46s., although London quotes 46s. 6d. Other stocks under this heading are unchanged.

REFINERIES neglected at last quotati ns and without any transactions. MINING SHARES.—Charbonnages are un changed. Ranbs are firm at 35? buyers; the report, da'ed Brisbane 20th June, 1907, giving the accounts for the year unded 31st March, 1907, including the Singapore accounts up to 28th February only, states that the net proceeds luring the year are 10,6902 ounces of gold from 70,202 tons of ore crushed (against 8,430 a ounces of gold from £5.715 tons of ore crushed for last year, and 6,501 ounces of gold from

40,158 tons of ore crushed for the previous year), and, after payment of royalty, cost transit, insurance, &c., gave £40,713. 18s. 8d. (against £31,761, 13s. 8d. for last year, and £28,872. Os. 5d. for the previous The year commenced with a debit balance of £15,481. Os. 4d., and closes with a debit balance of £11.358, 4-. 3d. Expenses, including £7,587 2s. 7d, written off for depreciation (last year £7,275. 2s. 8d.), amount to £36,743. 1s. 10d (against £38,497. 9s. 7d. for last year, and 233.587. 9s. 11d. for the previous year). The paid up capital remains at £191,250, and the reserve fund at £4,873, 10s, 10d., also debentures at £7,055. 4s. 3d., sundry creditors appear with £13,936, 0s. 7d. (last year £13,681, 1s. 0d.) The mining property appears at the old figure of £131,684. Ife. 6d., while machinery,

plant, building and furniture, timbers. fuel, and stores, also electric plant and installation, appear with £54,692. 8s. 0d. (against £66,768. 2s. 11d. as per last statement). The cost of the new main shaft and plant is given at the old figure of £12,097. 10s. Id. Sundry debton and cash in hand appear with £7,281. 15s. 10d. (last year £2.925, 16 . 2d.) The report says that the confidence expressed last year by the directors in the mining manager, Mr. Martin, has not been misplaced. The improvement in mining operations warrants them in expressing the hope and belief that they may be able to announce in the fu ure that this

Engineering and Mining Company's shares have sellers at Tls. 154; DOCKS, WHARVES, AND GODOWNS &C .-Hongkong and Whampes Docks sold at \$100, closing quiet, but steady; Geo. Fenwicks have sellers at \$17 and New Amoy Docks at \$114. Shanghai Docks have advanced to Tls. 76, presumably on account of short sales to cover. Hongkong and Kowloon Wharves have sellers at \$721, while Shanghai and Hongkew Wharves

improvement is still being maintained. Chinese

can be placed at Tls. 226. LANDS, HOTELS AND BUILDINGS .- Hong. kong Lands are on offer at \$99, Kowloon Lands at \$37 and West Points at \$48. Hongkong Hotels sold at \$110 and \$100, colsing steady at latier rate. Humphreys' Estates changed hands at \$103 and continue in demand, holders not being willing sellers under \$10%. Shanghai Lands are quoted Tls. 100.

COTTON MILLS. - Shanghai quotations: are Ewos Tls. 645 Internationals Tls. 53, Laou Kung Mows Tle. 93 and Soeychees Tls. 310.

Hongkong Cotton have been fixed at \$11. SUNDRY MANUFACTURING COMPANIES .-Hongkong Electrics are steadier, and unobtain. able under \$147. Dairy Farms can be placed at \$154. Green Island Cements sold to a fair extend at the \$104 and more shares are wanted. United Asbesto are in demand at \$10 ex the dividend of 80 cents paid on 9th instant, founders at \$150, ex the dividend of \$19.89 per share paid yesterday. Other stocks under this heading are unchanged. MISCELLANEOUS. - China Providents sold and have sellers at \$8.9). Watsons jetched \$11

and have further buyers. Langkats are steady-

BRAIN STORMS.

Writing to the "Straits Times," Mr. Montagu | Kingdom port except London. Harris, Counsel for the convict Sandwell, whose sentence of death was commuted to one of penal servitude for life, says :-

As a result of hearing the evidence of th first inquest, the jury recommended a medical investigation into the state of Sandwell, and as result of this I put the whole of the evidence before Dr. Ellis, the Lunacy Specialist, of Singapore, and also before two of the best Achievement begets achievement. What doctors in Singapore.

Dr. Ellis, when he examined the prisoner in with a twinkle in her eye, has recorded the | jail, found a sluggish appearance in the pupil

What right had a jury to go behind the

SINGAPORE MERCHANTS ON SHIPPING RINGS.

CHAMBER REPLIES TO COLONIAL OFFICE.

The Singapore Chamber of Commerce met on July 31st to receive the report of a Sub-Committee appointed by a general meeting of the Chamber on April 5 to draft replies to certain questions from the Colonial Office on the matter of Conferences or Shipping Rings.

The following is a copy of the report, which is signed by Mesers. E.M. Janion, W. Cook, W. Patchitt, Hans Backer, and the Hon. Mr. John Anderson. Mr. John Anderson, MARINE INSURANCE SHARES, without any however, appended a rider, which we also reproduce:-

> Question I .- Are you aware of any combination, agreement or understanding among Shipping Companies carrying merchandise ?

Answer,-- Yes. (a) Between ports in the Straits Settlements under your Government? (or) Answer.—No.

(b) Between ports in the Straits Settlements under your Government and other ports in the British Empire! (or)

Answer.-Yes. (1) The Straits Homeward Conference to Britain, in which is included carriers under foreign flags. (2) The Bombay, China ard Japan Conference, which is a combination between the P. and O.

Company, Nippon Yusen Kaishs, Navigazione General Italians, and Austrian Lloyd Companies. (c) Between ports in the Straits Settlements under your Government and Foreign Countries. Answer. - Yes. (1) The Straits Homeward

Conference, in which combination is included all steamers (mainly large and influential lines under foreign flags) carrying cargo from the Colony to the Continent of Europe; and, (2) The Straits New York Conference, in which combination is included influential lines of steamers under foreign flags.

If so, what is the nature of such combination, agreement or understanding? Answer.-The combination of Steam Ship Companies forming the Straits Homeward Conference comprises the following, viz:-Peninsular and Oriental Steam Navigation Company, Ocean Steam Ship, Messageries Maritimes, Norddentscher Lloyd's, Austrian Lloyd, Navigazione Generale Italiana (Florio and Rubattino United Companies), Compania Transatlantica of Barcelona and Cadiz, Yusen Kaisha Shire, Ben. Mutual, Shell, and Hamburg-American Lines, and the German-Australian; Rotterdam Lloyd's Steomyaart Maatschappij Nederland, East Asiatic Company of Copenhagen, Russian East Agintic Steamship Company of St. Petersburg, Russian Steam Navigation and Trading Company, and Compagnie Française de Naviga-

The nodus operandi of this combination is described in replies to Question No. 5. Question II.-To what extent, if any, have shipping combinations tended to raise or maintain freights and passenger rates? In particular have they tended to raise

tion des Chargeurs Réunis.

or maintain freights on goods carried : (a) between ports in the Straits Settlements under your Government? (b) between ports in the Straits Settlements

under your Government and the United Kingdom or ports in another part of the British Empire? or between ports in the Straits Settlements under your Government and Foreign

Countries? Answer.-The extent to which Freights have been raised since 1892 is shown in the annexed

table (Appendix No. 2). The extent to which exports have fallen off during the 20 years 1887-1906 is shown in the accompanying table (Appendix No. 3).

Passenger rates were increased in 1897 and the advances then established have been maintained ever since. Question III .- Are you aware of any cases in which open or tacit combination among

Shipping Companies has driven off independent lines or reduced competition by forcing such lines to adhere to a Conference or Bing Shipowners or to a common tariff? If so, please state the circumstancer. Auswer.-No independent steamer or line of steamers can obtain cargo at Singapore or

Penang for the reasons shown in answer to Question No. 5. The Conference by its system has precluded the possibility in general practice of steemers outside the Ring obtaining cargo. Question IV .- Are you aware of any instance of British Shipping Companies

carrying foreign goods at lower rates than British or Colonial goods and if so, under what circumstances? Answer.-No, but if goods for foreign con-

sumption are considered foreign goods at time of shipment. Yes. For instance Guns to America are carried cheaper than to United Kingdom, and Tin to America is carried cheaper than to any United

The fact that goods to America can be shipped via London at cheaper rate than they can be placed in any other port of the United Kingdom is a distinct handicap on the British manufacturer of such goods. Noticeably so is this the case with Tin which to Swanssa costs 5/-per

ton more than to New York. Again, if this question is meant to cover foreign goods shipped via Singapore on through Bills of Lading, the Conference is at liberty to accept same at any rate, since all transhipment cargo is excluded from the tariff fixed by the

Question V .- Tave any shipping combinations or companies, to your knowledge, practised the granting of relates or deferred rebates to shippers? Have they otherwise granted preference to any shippers or classes of shippers? If so, please state the circumstances and conditions under which such rebates and preferences are granted.

Answer.—Yes: the combinations of shipping companies mentioned in answer to Question Appendix No. I. hereto, sets out the system of rebates introduced by the combination of

So long as merchant shippers confire their shipments to steamers of the combination,

then they are offered :-(a) at the end of six months a rebate of 5 per cent to each merchant upon such freight as he contributes.

(b) at the end of 12 months a further per cent to each merchant on the amount of freight contributed by him during the first six months of the year. The means that the steamship owners always

hold in hand and over the head of the shipper retention money amounting to 5 per cent on a whole year's freight paid by any one firm of merchant shipper; and as the ultimate handing over to that merchant, shipper of this 5 per cent retention is contingent on his not having during the whole made any shipment by a non-conference steamer, it follows that the amount of retention money at stake to any merchant shipper doing even a moderate business is so important that T. B. HALL & CO'S "BOAR'S HEAD" BRAND

GUINNESS' STOUT

& SPLITS. PINTS

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he cannot afford to do anything that would incur the penalty of its being forfeited, and he is consequently—even though at heart he would desire to break away from Conference Steamers -compelled to ship by them only.

In addition to the two relates of 5 per cent. and 5 per cent. above mentioned, --- another 5 per cent: on the total of freights carned by the Conference is, in secret, distributed among a limited number of privileged firms and persons This percentage is 5 per cent. of all freight contributed by all Shippers. The method of division is kept a secret by the participants.

Evidence of the foregoing is set out in the Report dated 23rd August, 1902, of the Commission, held in Singapore, to enquire into the effects of the "Straits Homeward Conference" see particularly page 7 thereof, section G.

It will at once be manifest that those privileged firms or persons (among whom are Foreigners) who participate in this lastmentioned 5 per cent of all freights earned by all Conference steamers, -- are placed at an advantage over other merchant shippers. Question V.I.-Has the policy of Shipping

Conferences or combinations, or the effect of shipping agreements or understandings tonded to fetter traders in the free choice of sea carriage, and, if so, to what extent?

Answer.-Yes (a) By the removal from Straits ports of cheaper tonnage, the supply of which was regulated as to quantity and cost by the demand therefor. Prior to Conference, this supply was always available at cheaper rates than those current subsequent to Conference.

(b) There is now no option but to ship by Conference steamers, unless at the sacrifice of a year's rebates on all freights contributed. Question VII.-Have combinations of or co-

operations by Shipping Companies been productive of any beneficial results to British or Colonial trade during recent years by securing stability of rates or in any other way ? Answer.-Yes. In that cargo can now be

shipped to almost any port in the United Kingdom or Continent by better, faster and more regular shipping opportunities, and the speculative element as regards rates of freight has now disappeared. This has assisted to create easier financial facilities, reduced the rates of marine insurance, and results in better out-turn of the cargo carried.

Mr. E. M. Janion (Chartered Bank of India, Australia, and China) presided and there were also present: Mesers. W. Patchitt (Borneo Company Ltd), C. E. Craig (Sandilands Buttery & Co.), H. S. Arathoon (Stephens Paul & Co.), S. Gad (East Asiatic Co. Ltd.), A. Straesale (Jaeger & Co.), W. C. Lebert (Daendels & Co.), C. M. G. Burnie (Union Insurance Society) F. finding of a new goldfield. It was at the end E. Stone, and H. E. Ehrenfels (Standard Oil of last "fall," just before the snow came, that a Co.), C. W. Banks (John Little & Co. Ltd.), W., Dr. Reddick discovered the presence of gold-Ewald (Huttenbach Brothers & Co), E. bearing quartz close to Lake Larder. Lehrenkrauss (Behn Meyer & Co. Ltd.), H. Lewis (P. & O. S N. Poy.), G. Gansloser (Katz post haste. Over 1,000 stayed in tents and Brothers 1.td.), J. Knor (Paterson Simons & "dug-outs" right through the winter, after Co.), R. Sturzenegger (Rautenberg Schmidt staking out their claims, & Co.), J. Ealomon (Kumpers & Co.), T. With the spring, however, came the real (Bonstead & Co.), A. Agnew (Syme & Co.), earliest arrivals was Mr. W. Lockhard Russell

(Straits Steam blip Co. Ltd.), S. Rosenbaum about Lake Larder, he stated that, according and M. Traub (Behr & Co). The Secretary having read the notice con- to 25,000 men there, on thousands of claims,

meeting held on April 5 last,

The Chairman addressed the members, exthey appointed a sub-committee to answer Brothers, and Lucky Boys -already at work the questions enclosed with the circular of there. the answers, with the exception of the last were in the world, especially the gold district. manimous, and regarding this exception, the | "In Klondyke it was 'placer-mining," the Mr. John Anderson's rider to the report, be with it. sent in by the secretary to the Shipping Conference at home, and to the local Government. ton, which is a much higher yield than that Mr. T. S. Baker seconded.

Anderson to question No. 7, was so diametrically that the veins go to a great dept. opposed to that sent in by other members | So great has been the rush to Lake Larker of the sub-committee that the subject might that transport and the cost of living is exbe put to the meeting in the form of a resolution. pensive. The Tamieskiming and Northern mittee considered the report most carefully Ontario Government, from the Canadian Pacific and also Mr. John Auderson's rider and were Railway towards Hudson Bay, passes within of opinion it should be submitted in its present lifteen miles of Lake Larder, although regular Mr. Craig failed to agree with this view, sixty miles away.

to question No. 7, by Mr. John / nderson, vey provisions and stores over the remaining and not that by the other members of the fiftee miles from the railway, Mr. Russel sub-committee, be put before the meeting, added that he had had to pay as much as £30. He did not, in any way, desire to criticise In one week, too, he had known a camp of their report, as he thought the rider twenty or twenty-five mon eat £40 worth of answered fully all criticisms and was the food. correct reply. Further, he took it that the Consequen'ly men going out there needed a sub-committee was appointed only to report to certain amount of capital, but notwithstanding the Chamber, whose report, and not necessarily that, he believed that the stampede to the that of the sub-committee, was to be sent home. Lake Larker district would eventually equal The Chairman said that either they must that to Klondyke.

send the report, or refuse to do so. The subcommittee met, and drew up a report carefully and that had to be forwarded to Government and to the Conference.

The resolution was then put to the meeting, Charmante will enable you to do it. Her more to say.

when there voted: For 16; against 2 (Messrs.) Craig and Arathoon).

(Continued on page 5.)

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A NEW "KLONDYKE."

Hongkong, 29th November, 1906.

WHAT LAKE LARDER MAY DO FOR CANADA.

In the district that lies round Lake Larder it may well be that Canada has a new Klondyke. The next twelve months will show.

At present there are scenes of feverish activity which are typical of those associated with the

The news of his discovery soon spread, and Winklemann (Bremer Chaircone & Co.) L.S. | men, miners for the most part, journeyed there

Baker (Hongkong Bank), W. P. Waddell rush, and it has not ceased yet, Amongst the W. W. Cook (Straits Trading Co. Ltd.), -a well-known mining expert-of Toronto, A. R. Linton (Mercantile Bank), P. Nalin who is at present on a visit to London with (Messageries Maritimes), D. K. Somerville his family. In a talk with our representative to his latest advice, there were now from 20,000 vening the meeting, and the minutes of a which had been staked off for more than fifteen

miles round the lake. "Lake Larder," he said, "is in the Nipispressing his pleasure at seeing so many present | sing district of Outario, like Cobalt, which has as showing the great interest taken in this been known as a silver district for two years, most important question. As they would and is improving daily. Lake Larder is the remember, a general meeting of the Chamber gold district. There are three or four big comwas held on April 5 last, at which panies, the Bluebell Proprietaries. Tighe

January 26,1907, from the Colonial Office, on | "I have been through mines in Peru, Colomthe matter of shipping rings. The sub-com- bis, and Venezuels, I am also interested in mittee carefully considered the questions, which | mines in Mexico and in several copper mines in they answered to the best of their ability, and the western parts of South Dakota and Nevada. a copy of their replies was sent round to each One winter I spent in Klondyke, but I believe member of the Committee. They would notice Northern Ontario is the greatest mining country

Hon. John Anderson was unable to agree with men getting the gold from the bottom of the the other members of the sub-committee, and creek beds and sluicing it out. There a man had added a rider stating his reasons. He needed no capital. In Northern Ontario it is moved, formally, that the sub-committee to the rather different. There are 'dyker,' or veins, questions asked by the Colonial Office in their on the surface, which vary from 6ft wide to circular of Jacuary 29, 1907, on the matter of 150ft. of go'd-bearing quartz visible to the conferences of shipping rings together with naked eye. I have seen nothing to compare

"The assays run from £1000 to £9000 in the given by mines which pay big dividends. The Mr. Craig thought the answer given by Mr. class of quartz found makes mining men think

The Chairman mentioned that the subcom- Ontario Railway, which is being built by the trains are at present only being run to a point

and proposed, as an amendment that the answer For the hire of two horses and a cart to con-

How to BE BEAUTIFUL-Keep your com Mr. Craig.—Very well, sir, I have nothing plexion, Mrs. Ellen's Crême Charmante, Lait Charmant and Special Skin Tonic and Poudre lifetime. A. S. Watson & Co., Ltd., Sole Agents

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> Lieber s. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

FRENCH CLASS FOR LADIES. OMMENCIN Gin September (afternoons). Further information on application to

Care of "Daily Press" Office. Hongkong, 12th August, 1907.

TO LET. SUITABLE FOR OFFICE OR RESIDENCE. ROUND FLOOR, No. 1; Old Bailey. Rent Moderate. Apply to-

Care of " Daily Press" Office. Hongkong, 12th August, 1907 FOR SALE.

WATER TUBE BOILER, Nearly New. (Made by Messrs. Yarrow & Co.)

Heating Surface ... 1,200 sq. ft. Grate Surface Weight of boiler complete 71 tons. Working pressure 250 lbs. per sq. in. Offers are invited by the undersigned, who will supply further particulars on application. BUTTERFIELD & SWIRE.

Hongkorg, 21th August, 1907.

SANITARY BOARD OFFICE, Hongkong.

OWNERS OF DOMESTIC BUILDINGS.

TTAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYE-LAWS (as amended). every domestic building or part of such building within the Eastern Division of the City of Victoria, and the Eastern Division of Kan-lung, occupied by members of more than one family must be CLEANSED and LIME-WASHED THROUGHOUT by the owner

during the months of July and August. N.B.—The word "throughout" used in this notice means that the bouses should be limewashed in respect of all the walls of each room and stairose, all oubicle partitions, stair casings and stair linings, all ceilings and the undersides of roofs both in main buildings, offices and servants' quarters and inclusive of

verandahs. The backyard should have its containing walls limewashed up to the level of the first door.

Curved, painted or polished woodwork in good condition, however, need not be Limewashed, but must be Cleansed.

The Eastern Division of the City is bounded on the West by Gilman Street and Peel Street. Kau-lung is divided into the Eastern and Western divisions by Robinson Road and a straight line drawn from the North and thereof through the Yaumsti service Reservoir to the Northern boundary of Kau-lung. G. A. WOODCOCK,

Secretary. Dated this 1st day of August, 1907, 1333 BOSTON STEAMSHIP COMPANY.

STEAMSHIP "SHAWMUT," FROM TACOMA, VICTORIA, YOKO-HAMA, KOBE, MOJI, SHANGHAT,

NOTICE TO CONSIGNEES.

AMOY AND MANILA. FITHE above Steamer having arrived, Consigness of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. No Fire Insurance will be effected by us in

any case whatever. DODWELL & Co., LTD., Agents. Hongkong, 10th August, 1907.

WANTED.

FFICE POSITION by Young English man, 234 years of age. Thoroughly Experienced Correspondent and Bookkeeper. Thorough knowledge of French and German, acquired in france and Germany. Well recom mended.

Apply to— Care of "Daily Press" Office. Hongkong, 9th August, 1907.

WAR DEPARTMENT CONTRACTS.

TENDERS will be received at the HEAD QUARTERS OFFICES, Victoria Barracks, until 12 Noon on 20th August, 1917, for the -SUPPLY of FLOUR for six months co mencing 1st October, 1907.

Forms of Tender and any Particulars can be obtained on application to this Office, personally or by letter, addressed to the Officer Con. MANDING ARMY SERVICE CORES, between the hours of 10 A.M. and 4 P.M.

The Tenders must be properly completed, sign d and dated, and no tender will be noticed unless delivered upon the proper Form at the HEAD QUARTER OFFICE by 12 o'clock NOON on the above date, in a closed envelope marked "TENDER FOR FLOUR" on the outside. The right to reject any or all Tenders is

Head Quar or Offices, Hongkong 9th August, 1907.

ON SALE.

THE

DIRECTORY AND HRONICLE

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PUBLIC COMPANIES

HONGKONG CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS. THE EIGHTY-SECOND ORDINARY HALF-YEARLY MEETING of Shareholders in the Company, will be held at the Office of the Company, Hotel Mausions, TO-MORROW (TUESDAY), 13th August at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, logether with a Statement of Accounts, declaring a Dividend; confirming the appointment of Directors; and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 31st July to 13th August, both days inclusive. By Order of the Board of Directors,

W. E. CLARKE, Secretary. Hongkong, 22nd July, 1907.

HONGKONG AND SHANGHAI BANKING CORPORATION.

OTICE IS HEREBY GIVEN that the Certificate No N.S. 4,20, dated Hongkong 9th July, 1902 for Ten Shares of this Bauk numbered 14,82 ; to 14,832 inclusive | Sale registered in the name of CHENG Po CHO has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 13th day of August. 1907, a New Certificate for the shares will be issued. and the aforesaid Certificate No. N.S. 4,250 will be thereafter treated by this Corporation as Null and Void.

By Order of the Court of Directors, J. R. M. SMITH. Chief Manager. Hongkong, 13th July, 1907.

HÖNGKONG AND SHANGHAI BANK-ING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of Shareholders in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 17th day of August, | in 6 lots or otherwise, as the Auctioneer shall 1907, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30 h June, 1907. By Order of the Court of Directors, J. R. M. SMITH,

Chief Manager. Hingkong, let August, 1967, HONGKONG AND SHANGHAL BANK-

ING CORPORATION. TOTICE IS HEREBY GIVEN that the REGISTER of SHARE3 of the Corporation will be CLOSED from TUES. DAY, the 6th to the 17th day of August, 1907 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors.

_ J. R. M. SMITH, Chief Manager. Hongkong, 1st August, 1907. THE HUNGKONG ROPE MANU-

FACTURING CO., LIMITED. N INTERIM DIVIDEND of 80 Cents per Share for the six months ending 30th June, 1907, will be payable on the 17th August, on which date Dividend Warrants may be obtained on application at the Company's

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 17th August, both days inclusive. SHEWAN TOMES & CO.,

General Managers. Hougkong, 2nd August, 1207. HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS. THE ORDINARY HALF-YEARLY MEETING of Sharehollers will be held in the Offices of the Company, Queen's Buildnga, Connaught Road, on MONDAY, 19th August, at 12 o'clock, Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1907. The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 19th

August, both days inclusive. By Order of the Board of Directors, THOS. I. ROSE, Secretary.

Hougkong, 30th July, 1957.

OREGON PINE LUMBER.

TODWELL & COMPANY, LIMITED have always in stock a supply of the above in all sizes. Prices may be obtained on Hongkonz, 26th July, 1907.

DILLS for all Monios due by me should be presented to me on or before the 15th September, 1907. All outstanding accounts due to me, if not settled on or before the 15th September, 1907, will be passed into the hards of my Solicitors.

NOTICE.

 J. W. OSBORNE. Hongkong, 15th July, 1907. HONGKONG VOLUNTEER CORPS.

T is proposed to form an Infantry Company with a Detachment Cyclists. All who are desirous of joining are requested to apply personally at th VOLUNTEER HEADQUARTERS, morning

afternoon. A. J. THOMPSON, Captain Staff Officer H.K.V.U. Hongkong, 27th July, 1907.

CHILDREN OF FAR CATHAY. A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST,

By CHAS. J. HALCOMBE (Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," otc.).

THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is delicated to Sir Robert Hart, G.C.M.G. and Dr. A.

RENNIE. Its description of Chinese Social Custom: and Superstitions, combined with the insight it gives into political conditions in China makes "CHILDREN OF FAR OATHAY" an excellent volume for presentation to friends at Home. Well bound in Yellow Cloth with Chinese Emblem in Gold.

PRICE

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AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions from the Official Receiver, to Sell by Public Auction,

FOR ACCOUNT OF THE CONCERNED, On THURSDAY, the 15th August, 1907, at Noon, at their

SALES ROOMS, No. 8, Des Voeux Road, (Corner of Ice House Street), SUNDRY WINES AND SPIRITS. Comprising :-SCOTCH WHISKY, COGNAC CLARET, HOCK, VERMOUTH, OLD

TOM GIN, CHAMPAGNE, Ac., &c., &c., TERMS :-As usual. HUGHES & HOUGH Government Auctioneers Hongkong, 10th August, 1907. By Order of the Executors of the late

EDMUND SHARP, Esq., deceased. NOTICE TO CAPITALISTS AND

INVESTORS.

of Valuable House Property Low Reserves. Offering Good Investments in a Good Locality.

PUBLIC AUCTION

Large and Valuable LEASEHOLD propaged to ACCEPT RISKS against FIRE PROPERTY situate at Victoria in the Colony of Hongkong and being parts of Inland, Lots 679 and 747 whereon are situate the houses known as Nos. 1, 2, 3, 4, 5, 6, 7, 8 9, 10, 11, 12 and 13 FUK LUK LANE; Nos. 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128 and 120 THIRD STREET; Nos. 113, 115, 117, 119, 121, 123, 125 and 127 THIRD SPREET;

Nos. 1, 2, 3, 4, 5, 6, 7, and 8, FUK SAU LANE; to be sold by PUBLIC AUCTION.

declare, on MONDAY. the 19th day of August, 1907, at 3 o'clock P.M.

at his Sales Rooms, in Duddell Street Mr. GEO. P. LAMMERT, Auctioneer.

The following is the description of the Property :-Lot 1.—All that piece or parcel of ground situate at Victoria in the Colony of Hongkong intended to be registered in the Land Office as Section B of I aland Lot No. 679 containing a frontage to Fuk Luk Lane of 95 feet or thereabouts and an area 4,520 square feet. Apportioned Annual Crown Rent \$18.34. Party Wall.—The wall on the rasternmost side of this Lot is a Party Wall House, On this Lot or on some part or parts thereof are erected the substantial houses known as Nos. 7, 8, 9, 10, 11, 12 and 13

Fak Luk Lane. Lot 2.—All that piece or parcel of ground situate at Victoria aforesaid intended to be registered in the Lund Office as Section C of Inland Lot No. 679 containing a Frontage to Fuk Luk Lane of 82 feet 4 inches or thereabouts and an area of 3,375 square feet. Apportioned Annual Crown rent \$21.30, Party walls.-The walls on the Easternmost and Westernmost boundaries of this Lot are Party Walls, Houses.-On this Lot or on Bomo parts thereof are erected the substantial houses known as Nos. 1, 2, 3, 4, 5 and 6 Fuk Luk Laue,

Lot 3.—All that piece or parcel of glound situate at Victoria aforesaid intended to be registered in the Land Office as Section D of Inland Lot No. 679 containing a frontage to Third Street of 110 feet or thereabous and an area of 5,396 square f.et. Apportioned Annual Crown rent \$33.83. Party Walls,-The Wall on the Westernmost side of this Let is a Party Wall. The Wall on the East side of this Lot dividing the same from Section The Wallon the South side of this Lat dividing of the Indian Mints to the Free Coinage of the same from Section A of Inland Lot Silver No. 679 and which is of a length of 41 feet 8 inches is a Party Wall. Houses.-On this Lot or on some part or parts thereof are erected the substantial houses known as Nos. 100, 102, 104, 106, 108, 110, 112 and 114

Third Street. Lot 4.—All that piece or parcel of ground situate at Victoria aforesaid intended to be registered in the Land Office as The Remaining Portion of Inland Let No. 679 containing a frontage to Third Street of 110 feet or thereabouts and an area of 5,691 square feet. Apportioned Annual Crown rent \$35.68. Party Wall. - The Wall on the Easternmost boundary of this Lat is a Party Wall. Houses.-On this Lot or on some part or parts thereof are erected the substantial houses known as Nos. 116, 118, 120, 122, 124, 126, 128 and 130 Third Street.

Lot 5.—All that piece or parcel of ground situate at Victoria aforesaid intended to be registered in the Land Office as Section C of Inland Let No. 747 having a Frontage to Third Street of 117 feet 4 inches or there ibouts and an area of 6101 square feet. Apportioned Annual Crown rent \$19,65. Party Wall, -The wall on the Easternmost boundary of this Lot is a Party wall. Houses,-On this Lot or on some part or parts thereof are erected the substantial houses known as Nos. 113, 115, 117,

119, 121, 123, 125, and 127 Third Street. Lot 6.—All that piece or parcel of ground situate at Victoria aforesald intended to be registered in the Land Office as The Remaining Portion of Inland Lot No. 747 containing a frontage to Fuk Sau Lane of 117 feet and 4 inches or thereabouts and an area of 6219 square feet. Apportioned Annual Crown rent \$50.62. Party Wall. - The wall on the Easternmost boundary of this Lot is a Party wall. Houses. -On this Lat or on some parts thereof are erected the substantial houses known as Nos. 1,

2, 3, 4, 5, 6, 7, and 8, Fuk San Lane. All the above described Lots are held of the Crown for 999 years from the 25th day of June 1861 and are more particularly delineated and described on a Sale Plan thereof which can be inspected at the Office of Mesers. Jourson. STOKES and MASTER, the Vendor's Solicitors, at any time previous to the Sale.

For Further Particulars and Conditions of Sale apply to Messrs. JOHNSON STOKES & MASTER, 8, Des Vœux Road Central, Vendor's Solicitors,

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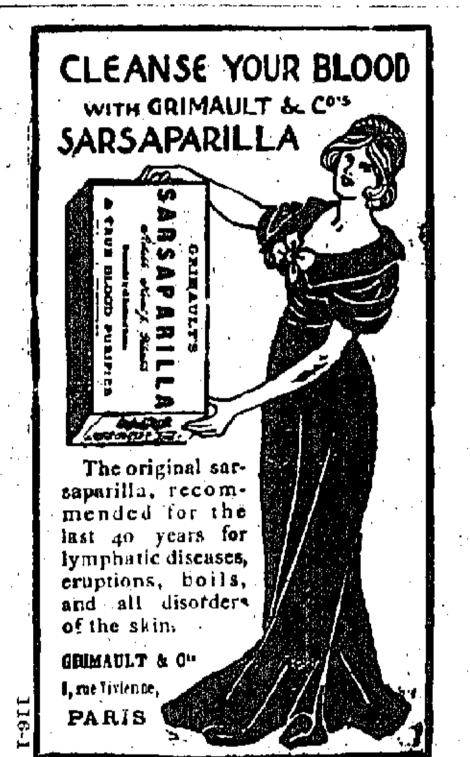
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SINGAPORE MERCHANTS ON SHIPPING RINGS.

(Continued from page 3.)

The Rider by the Hon. Mr. John Anderson n reference to the report of the Sub-Committee of the Singapore Chamber of Commerce and Exchange on the questions submitted for answer by the Royal Commission on Shipping Rings

and Conferences, was as follows:—

1. I regret that I cannot agree with the reply propounded by the other members of this Committee to question No. 7.

2. That question is :-Have combinations of, or co-operations by Shipping Companies been productive of any beneficial results to British or Colonial trade during recent years by securing stability of rates or in any other

3. To this question the answer of a majority of the Committee is as follows:— Yes; in that cargo can now be shipped to almost any port in the United Kingdom or Continent by better, faster, and more regular shipping opportunities, and the speculative element as regards rates of freight has now disappeared. This has assisted to create easier financial facilities, add results in better out-turn of the

entirely disagree. 4. In my opinion the answer to that question

cargo carried; and with that answer]

The operations of combinations or cooperations by Shipping Companies bave not been productive of beneficial results to British or Colonial trade. 5. On the points adduced by my colleagues in support of their reply to the question, I would remark as follows:

(a) Their reply would be to suggest or imply that the supply of Conference tonnage is so regular and sufficient that the merchant shipper can obtain freight carriage by the steamers of the Conference as and when he requires it This, however, in practice is not the

Under the regime of the Conference, there certainly have been and are occasions when merchant shippers are helplessly placed at inconvenience and loss by inability to get their cargo shipped away within the time limit they have contracted for when selling The Book will be sent by Registered Post it "forward." Disappointments to the mer-ree) to any part of the World unrepresented | chant shipper in his fulfilment of his contracts for what are known as "time bargain" shipments—with no remedy whatever from the Steamship Company to the merchant shipper.—are not infrequent,—and for this the merchant shipper is powerless as to remedy or compensation. He has to take and accept exactly what the Conference chooses to give bim; and is compelled to accept whatever time conditions suit the carrying Steamship Co. If these suit the shipper good and well; if they do not, then the shipper is helpless and without

(b) And better, faster, and more regular shipping opportunities that now exist are not due to the creation of the Conference; but have been the progressive outcome of a natural process of evolution in which improvement in design, construction, and speed of carriers has been universal, just as the "tramp" steamer of to-day,—beset with competition—has in the same respects relatively been improved as compared with the type of "tramp" steamer of earlier years. The Steamship Compinies constituting the Conference have not equipped themselves with larger and better steamers because of, or as a result of the Conference; they have been necessitated by the progression of science and requirements all the world over compelling the introduction of higher

If the Conference had not come into creation, the class and design of steamers that served this trade would have had to improve with the tide of the times just as they have done. If the argument that these improvements are because of the Conference combination is to be carried to its logical conclusion, then it should almost follow that, if the Conference be now extinguished, we should have to revert to steamship carriers of the old order or class.

(c) In my opinion the suggestion that a "speculative element" in freights existed in times prior to the creation of the Conference, has no greater bearing on this question in favour of the Conference than would a reference to the speculative element in the buying or selling prices or the supply of and demand for the produce of these parts. That is all in the nature of trade, and so also were the rises or falls in freights prior to the creation of the Conference when these were dependent on the natural and automatic law of supply and demand.

If unforeseen or un expected jumps in freightrates are to be reckoned as a "speculative factor" of disadvantage to our trade, then various sudden and unexpected advances in freight rates arbitrarily imposed by the Conference by command from its head quarters in Europe,—even against the judgment of local agents of conference steamships, -may cert inly be described as a "speculative element" in freights, introduced by the Conference. It is never in one mouth known for a certainty what Conference rates of freight may be for the next month, and there lave been instances at the hands of the Conference of serious dislocations imposed in this respect.

One point can. I believe, be laid down with certainty as against the somewhat farfetched suggestion that in pre-Conference times a speculative element" in freight was a material consideration, and that is,-that in the commercial history of Singapore no merchant or person has ever been known to come to grief by speculation in freight rates. In the full sense of the expression, the introduction of the term or the argument is not in my opinion

In years prior to the creation of the Conference the trade of Singapore never for want of freight-room caused to go o continuously and to increase.

(d) As to the suggestion of better out turn of cargo by reason of the existence of the Conference, this' is not borne out by the experience of all Straits merchants. It is perhaps a somewhat natural result that in huge modern carriers in which, let it be said, that 2,000 or. 3,000 tons of cargo are put into one compartment, tier upon tier, superim-posed in weight and pressure one upon the other, certain classes of goods counct have the same chance of f vourable outturn as would have been the case by a carrier of past times wherein the whole cargo divided throughout three or four holds willd not have amounted to much more in the aggregate than 3,000 tons.

One result of the conference has been, speaking generally, disregard for, or indifference to, the representations and interests of local merchant shippers.

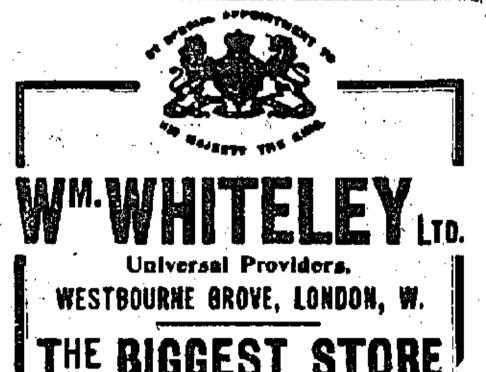
(e) On the suggestion that to the creation or operations of the Conference is due the , easier financial facilities now existent in

Singapore, I should hope it is unnecessary to do more than point out that such extended and improved Banking facilities as now exist are due not to the existence or working of a Shipping Combination, but to an expansion of the volume of trade the increase in which has incited keen Banking competition. That this is the case is surely indicated by there being about nine Banks and Bank agencies actively engaged in the

Straits to-day, as compared with four or so in pre-Conterence (mes, (f) Reduced rates of Marine Insurance (where such have come into operation) are common to all parts of the world arising from the evolution which has brought about not only improvement in material, personnel, and science relating to the construction of ships and their navigation, but also increased competition among underwriters for business.

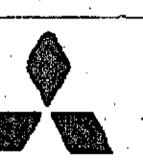
There has, from time to time on this subject of Shipping Conferences, been stress laid by the representatives of the Conference on the existence of agreements mutually entered into between merchant shippers and the combination of steamship companies which comprise the Conference. I deem it right, therefore, to take this opportunity of emphasi-sing that no binding agreement in the full and true sense of that word exists between the merchant shipper and the steamship companies comprising the Conference. The merchant shipper is given the option—on certain conditions from which he is powerless to free himself—of taking whatever deferred bonness may be proposed to him by the combined steamship companies,-or he can go without these and 'shift" for himself, with the certainty of resultant less and disastrous disabilities. Any agriement in its formal and genuine sense is one existing between the different Companies themselves that form the combination of steamship owners.

The fact may be exemplified when the possible situation is suggested of certain powerful steamship companies of the British section of the conference, falling out and competing with equally powerful Foreign companies forming the continental section of the combination. In that event a war of open competition in freight-rates would be the inevitable result,—and where then would exist the so-called "agreement" as far as concerns the marchant shippers? In such an eventuality, the merchant shipper would be as little considered as a party to be consulted or to be concerned in the sudden termination of the combination, as he has in the past been consulted on a Monday morning, when, he has been told that whether he likes or dislikes it, the imparious dictators of the Conference sitting in a London Board room have decreed-regardless of all local considerations - that the freight rate on his Tin from Singapore to Europe has from that movement been raised 15 per cent. or 20 per cent .- Strait Times.



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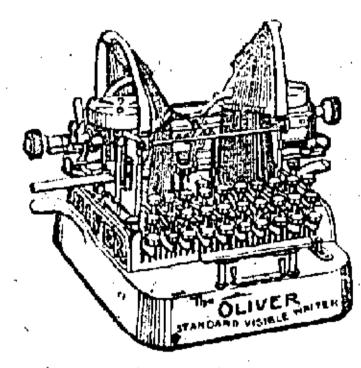
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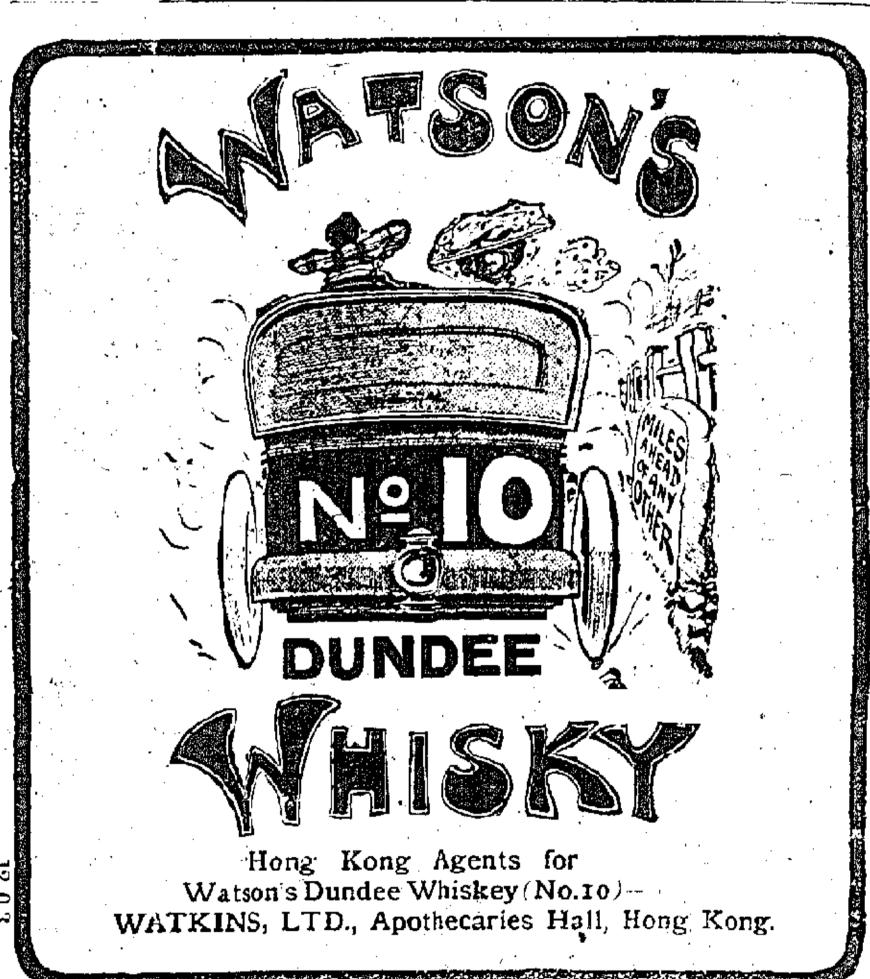
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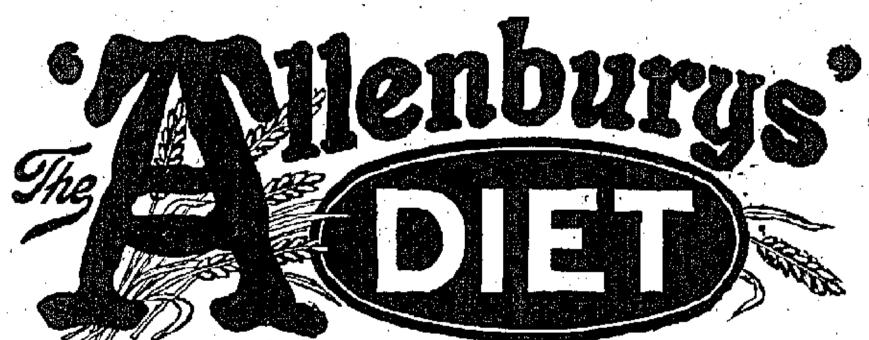
OLIVER TYPEWRITER CO., LTD.,

1, PRINCE'S BUILDINGS.

Hongkong, 24th July, 1906.



A LIGHT NOURISHMENT FOR GENERAL USE.



This DIET is recommended in place of ordinary milk foods, gruel, etc. Whilst acceptable to all as a light nourishment it is particularly adapted to the needs of Dyspeptics, Invalids and the Aged.

The "Allenburys" DIET is readily digested by those who cannot take cow's milk, and is particularly serviceable in convalescence.

The "Allenburys" DIET is made in a minute by the addition of boiling water only.

The "Allenburys" DIET is for Adults and is quite distinct from the "Allenburys" Foods for Infants.

ALLEN & HANBURYS Ltd., 37, Lombard Street, LONDON.

SHIPPING.

ARRIVALS. AWA MARU, Japanese str., 3912, N. Tréunt 11th Aug.-London 6th July & Singapore 6th Aug., General—Nippon Yusen Kaisha. Buhrnophon, British str., 5,726, T. Bartlett, 9th August-Tacoma Wash, U.S.A. 10th July, General-Butterfield & Swire. BENGLOS, British str., 1,932, Potter, 11th Aug. .- Antwerp, London & Singapore 6th Aug.

General-Gibb, Livingston & Co. HAILAN, French str., 377, Anderson, 10th Aug. Holhow 8th Aug., General-A. R. Marty HELENE, German str., 771, J. Jessen. 9th Aug. - Hollow Sth Aug., Sundries-Jebeen & Co.

Huichow, British str., 10th August | Canton: Istok; / astrien str., 1,850, N. Ticai, 10th Aug. Bombay 23th July and Singapore 3rd Aug., Cotton-Sander, Wieler & Co. JAPAN, British str., 3,806, J. G. Olifent, 9tl August-Calcutta 24th July and Singapor 4th Aug., General-David Sassoon & Co.

KANCHOW, British str., 1,217, James, 10th August-Shanghai and Amoy 9th Aug.-Butterfield & Swire. KWANGLEF, Chinese str., 10th Aug.-Canton. NANSHAN, British str., 1,299, A. Jones, 11th

Aug. - Saigon 6th Aug., Rice and General -Bradley & Co. PAKLAT, German str., 1,018, J. Wenzel, 16th Ang .- Bangkok 1st and Hoibow 8th Aug.

Rice and Teakwood-Windsor & Co. PHISANULOK, German str., 1,267, D. Reimers 11th August-Bangkok 4th Aug., Rice-Butterfield & Swire. SHANSI, British str., 1,226, Boyd; 10th August

- Swatow 9th Ang. - Butterfield & Swire. SHINANO MARU, Japanese str., 6,387, Katsuz Kowara, 11th August -- Seattle & Shanghai Sth Aug., General-Nippon Yusen Kaisha, Sotrudnik, Russian atr., 2,243, J. Galio, 10th CHINKIANG August-from St. Petersberg, General-Melchers'& Co.

SUNORIANO, British str., 987, G. H. Pennefather, 10th Aug. Cebu & Hoile 6th Aug., Sugar-Butterfield & Swire. VORWAERTS, German str., Ulderup, 11th Aug. -Teington 5th Aug., Coal-Jebsen & Co. Wosana, British str. 1,127, Campbell, 10th August - Wuhn and Chinking 5th Aug., Rice-Jardine, Matheson & Co.

DEPARTURES. 10th August. DELHI, British str., for Europe, &c.

Haiching, British str., for Swatow. Ivo MARU, Japanese str., for Kobe. J. DIEDERICHSEN, German str., for Java. MASHING, British str., for Swatow. LAISANG, British str., for Singapore NIKKO MARU, Jap. str., for Australian Ports. Rubi, British str., for Manila. SUISANG, British str., for Saigon, 11th August.

SCANDIA, German str., for Singapore. STANDARD, Norwegian str., for Spigon. WAKAMIYA MARU, Jap. str., for Singapore.

SHIPPING REPORTS.

The British str. Japan reports: Cyclonic youalls from Cope Padaran to Paracela. Thence to port, mederate to strong winds with heavy Sea running.

VESSELS IN DOCK.

August 10th. ABERDEEN DOCKS.— KOWLOON DOCKS- Vigilante, Porgtong. Britemart H.M.S., Korea. COSMOPOLITAN DOCKS - Haitan.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA. (Florio and Rubattine United Companies.)

STEAM FOR BOMBAY, VIA SINGA. PORE AND PENANG. Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID. Massina, Naples, Leghoen and Genoa, also VENICE and TRIESTE, all MEDITER-RANKAN, ADRIATIC, LEVANTINE and

SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and $\mathbf{M}_{\mathbf{A}}$ LAGA.)

THE Steamship

" LE VANZO." Captain Belsito, will be despatched as above TO-DAY, the 12th inst., at NOON. At Bombay the Steamer is discharging in Victoria Dock. For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,

Agents. Bongkong, 1st August, 1967.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AMOY AND FOOCHOW.

THE Company's Steamship

"HAITAN," Captain J. S. Rosch, will be despatched for the above Ports TO DAY, the 12th August, For Freight or Passage apply to DOUGLAS LAPRAIK & Co.,

General Managers. Hongkong, 9th August, 1907. CHINA COMMERCIAL S.S. CO., LTD.

NOTICE. FOR SALINA CRUZ, MEXICO.

THE Steamship

"GLENESK," 3,524 Tons. Capt. J. Rafferty, will be despatched for the above ports via MOJI, JAPAN, TO-DAY, the 12th August, at 4 P.M. For Freight or Passage, apply to CHINA COMMERCIAL S.S. Co., LTD.,

Hotel Manmons. Hongkong, 10th August, 1907. FOR SHANGHAI, YOKOHAMA, KOBE

AND MOJI. THE Steamship

"JAPAN," Captain J. G. Olifent, will be despatched for the above Ports TO-MORROW, the 13th inst., at 3 F.M. This steamer has superior accommodation for passengers, is installed throughout with Electric Light, and carries a duly certified Doctor.

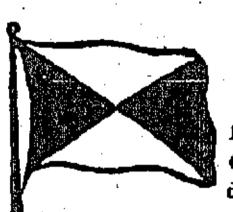
For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Hengkeng, 8th August, 1967.

ADVERTISED AS LOADING

To assertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w.," together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard.

VESSEL'S NAMES PLAG & BIG | BERTH CAPTAIN FOR FREIGHT APPLY TO DESTINATION TO BE DESPATCHED LONI ON &c., VIA USUAL PORTS OF CALL ... P. & O. S. N. Co. Brit. str. A. L. Valentini On 24th inst., at Noon. ARCADIA ;..... LONDON & ANTWERP VIA SINGAPORE, &c C. D. Goldsmith, R.N.R. P. &. O. S. N. Co. SIMLA Brit, str. ... About 14th inst. MESSAGERIES MARITIMES..... On 20th inst., at 1 P.M. SALAZIE Fren.str.... MARSEILLES, HAVRE & COPENHAGEN MILCHERS & Co. TRANQUEBAR Middle of September. Dan, str. ... HAVRE & HAMBURG VIA STRAITS, &c. ... HAMBURG-AMERIKA LINIM ... Habel Ger. stri ... On 20th inst. BAXONIA NAPLES, GENCA, GIBBALTAR SOUTHAMPTON &C. F. Proesch Мессиева & Со. On 14th inst., at Noon. Ger. str. .. ZIRTEN HAVRE & HAMBURG VIA STRAITS, &c. ... Wünnenberg HAMBURG-AMERIKA LINIE ... On 17th September. FLAVONIA Ger. str. ... NAPLES, PLYMOUTH, HAVRE & HAMBURO. HAMBURG-AMERIKA LINIE ... Filler HABSBURG Ger. str. ... On 4th September. TRIESTE, &c., VIA SINGAPORE, &c. SANDER, WIEDER & Co. A. Bilaffer AUSTRIA Aus, str. . About 30th inst. GIBB, LIVINGSTON & Co Beliopolis Brit. str. .. Martin ... About 20th inst. ARNHOLD, KARBERG & Co..... McDougale ... About loth inst. NEW YORK TUDOR PRINCE ... Brit. str. .. SHEWAN, TOMES & Co. Brit. str. .. Aubi Lour ,.. ... On 23rd inst. NEW YORK BOSTON & NEW YORK DODWELL & Co., LTD. SATSUMA On 7th September. Brit. str. .. DODWELL & Co., LD..... GHAZRE Brit. str. .. On 14th September, VANCOUVER VIA SHANGHAI JAPAN, &c. UANADIAN PACIFIC R. Co..... On 14th inst., at Noon. Brit. str. .. Monteagle VANCOUVER VIA SHANGHAI JAPAN, &c. CANADIAN PACIFIC R. Co...... EMPRESS OF JAPAN Brit. etr. ... On 29th inst., at 4 P.M. lmi. VICTORIA (B.C.) & TACOMA VIA JAPAN DODWELL & Co., LTD..... PHAWMUT E. V. Roberts On 15th inst. Am. str. ... TOYO KIBEN KAISHA CALLAO AND IQUIQUE, VIAJAPAN PORTS, &c. GLENFARG Jap. str. .. Middle of Aug. CHINA COMMERCIAL S.S. Co. ... SALINA CRUZ, MEXICO, VIA MOJI, JAPAN ... GLENESK Brit. str. ... To-day, at 4 P.M. W. von Senden MELCHERS & Co. AUSTRALIAN PORTS VIA MANILA PRINZ WALDEMAR. On 15th inst., at Noon Ger: str. .. AUSTRALIAN PORTS VIA MANILA L. Dawson BUTTERFIELD & SWIRE TAIYUAN... Brit. str. ... On 21 stinst., at 4 P.M. AUSTRAI IAN PORTS VIA PORT DARWIN &c. ... GIBB, LIVINGSTON & Co..... McArthur Aus. str. ... On 31stinst., at Noon. EASTERN YOKOHAMA AND KOBE C. Lindbergh BUTTERFIELD & SWIRE TSINAN Brit. str. ... On 15th inst., at 4 r.m. YOKOHAMA AND KOBE D. Lenz MELCHERS & Co. Ger. str. ... Prinz Sigismund... About 23rd inst. VLADIVOSTO(K DODWELL & Co., LTD..... About 10th Sept. VINE BRANCH Brit. str. ... JAVA-CHINA-JAPAN LIJN TJILIWONG Dut. str. Quick despatch. W. Lloyd Jones Brit, etr. 📖 Butterfield & Swife To morrow, at 4 P.M. JARDINE, MATHESON & Co., LD. WINGSANG Brit. str. ... To-morrow, at 4 P.M. 17' 947 444 941' 14- 184 MELCHERS & Co. SHANGHAI, YOKOHAMA & KOBE Middle of Aug. Dan. etc. ... Potrudnik SANDER, WIELER & Co. SHANGHAL YOKOHAMA, & KOBE VOLWAERTS B. Bednarz To-day, P.M. Aus. str. ... SHANGUAI VIA NINGPO A. E. Sandbach JARDINE, MATHESON& Co. LD. Brit. str. .. To-morrow, at 4 P.M. CHOYSANG SHANGHAI, YOKOHAMA, KOBE & MOJI ... Brit. str. .. ! J. G. Olifent DAVID SASSON & Co., LID. ... To morrow, at 3 P.M. SHANGHAL KOBE & YOKOHAMA HAMBURG-AMBRIKA LINIE ... Ger. str. ... SLAVONIA Wünnenberg On 17th inst. MELCHERS & Co. Ger. str. ... SHANGHAI, NAGASAKI, KOBE & YOKOHAMA E. Malchow P. E. FRIEDRICH ... About 14th inst. SHANGHAI VIA SWATOW, AMOY & FOOCHOW OSAKA SHOSEN KAISHA Nor. str. ... O. Anderson On 15th inst., at 10 A.M. FRITHJOF SHANGHAI MOJI, KOBE & YOKUHAMA... ... H. W. Kenrick, R.N.R. P. & O. S. N. Co. About 16th inst. Brit. str. ... Namur ,,, P. & O. S. N. Co. Brit, str. ... R. A. Peters About 22nd inst. SHANGHAI, KOBE & YOKOHAMA HAMBURG-AMERIKA LINIE ... On 26th ibst. Ger. str. ... MELCHERS & Co. SHANGHAI, YOKOHAMA & KOBE Dan. str. ... End of Aug. SHAOHSING BUTTERFIELD & SWIRE Brit. str. ... On 14th inst., at 4 P.M F. D. Northcombe NINGPO & SHANGHAL BUTTERFIELD & SWIRE Dowson..... AMOY, TSINGTAO & NEWCHWANG Brit. etc. ... KWEIYANG To-morrow, at 4 P.M. SWATOW, AMOY & FOOCHOW J. S. Roach DOUGLAS LAPRAIK & Co..... Brit. etc. ,, To-day, at 2 P.M. HAITAN BUTTERFIELD & SWIRE SWATOW. AMOY & SHANGHAI SHANSI Brit. str. To-morrow, at 4, P.M. BUTTERFIELD & SWIRE SWATOW, CHEFOO'& TIENISIN HUICHOW Brit. str. .. E. Forsyth To-morrow, at 4 P.M. 41.41.41.41 OSAKA SHOSEN KAISHA JOSHIN MARU TAMSUI VIA SWATOW & ANOY To-morrow, at 10 A.M. Jap, str. .. H.S. Smith..... OSAKA SHOSEN KAISHA TAMSU1 VIA SWATOW & AMOY On 18th inst., at 10 A.M. Daijin Maru Jap. str. ... I. Sakurai ... BUTTERFIELD & SWIEB A. Mathias ... To-morrow, at Daylight. HAIPHONG Brit. str. ... BUTTERPIELD & SWIRE On 16th inst., at Daylight HOIHOW, PAKHOI & HAIPHONG SINGAN Brit. str. ... Jameson OSAKA SHOSEN KAISHA T. Ito FUKUSHU MARU ... On 21stinst., at 10 A.M. TAKAO VIA SWATOW, AMOY & ANPING Jap. str. .. To-day, at 4 P.M. JARDINE, MATHESON & Co., LD. YUENBANG MANILA Brit. str. ... T. Meyrick ----BUTTERFIELD & SWIRE To-morrow, at 4 P.M. A. W. Onterbridge MANILA TAMING Brit. str. ... SHEWAN, TOMES & Co. A. Fraser On 17th inst. MANILA ZAFIRO Brit. etc. ... R. Almond SHEWAN, TOMES & Co. On 24th inst. Rubi MANILA Brit. etc. ... MELCHEES & Co. F. Sembill KUDAT & SANDAKAN BOBNEO About 31st inst., 9 A.M. Ger. str. ... BOMBAY VIA SINGAPORE & PENANG CARLOWITZ & Co. Ital. str. ... LEVANZO Beleito :... To-day, at Noon. On 15th inst., at 4 P.M. SHANTUNG BUTTERFIELD & SWIEE Brit: str. ...



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-todate arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMBHIP .	Tons.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	A. Fræser	Manila	On 17th August.
RUBI	2540	R. W. Almond.	Manila	On 24th August.
For Freight o	r Passage	apply to	SHEWAN, TO	OMES & CO.,

Hongkong, 12th August, 1967.

throughout with Electric Light.

HONGKONG-NEW YORK.

GENERAL MANAGER:

AMERICAN ASIATIC STEAMSHIP COMPANY. FOR NEW YORK VIA PORTS AND SUEZ

CANAL. (WITH LIBERTY TO CALL AT THE MALABAR COAST). SS. "ABERLOUR" ... On 23rd August. For freight and further information apply to

> SHEWAN TOMES & CO., GENERAL AGENTS.

Hgenkong, 7th August, 1907

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LTD., ST. PETERSBURG & VLADIVOSTOCK.

PROJECTED SAILINGS FROM HONGKONG.

* SUBJECT	TO ALTERATION.
EHANCHAI, YCKCHAMA and KOBE	BTEAMERS DATE OF SAILING. "SOTRUDNIK" Middle of August
SHANGHAI YOK(HAMA and) KOBE MARSEILLES, HAYRE and COPENHAGEN	"TRANQUEBAR" End of August "TRANQUEBAR" Middle of Sept.
For Further Particulars, apply to Hongkong, 12th August, 1997.	MELCHERS & CO.,

INDO-CHINA STEAM NAVIGATION CO.. LIMITED.

PROJECTED SAILINGS FROM HONG	KONG (SUBJEC)	T TO ATMERATION
PUK		
* MANILA + SHANGHAT	46 TOTAL PROPERTY OF A DECK 19	TO BATL.
4 OTTANOTTAT	LUENSANG	Monday, 12th Aug., 4 p.m.
DEATHGRAI	"WINGSANG"	Tuesday, 13th Ang Arm
† SHANGHAI † SHANGHAI VIA NANGFO	"CHOYSANG"	Tuesday 124h Ann Jan
DEDUCTO TABLE NO	THE PERSON NAMED OF THE PE	Theretay, 1912 Aug., 4 P.M.
REDUCED FARES TO ST	RAITS AND CALC	TITT A
Hongkong to Singapore lat Class,	Single 8 65	Roturn 2100
Penang		
	" <u>85.</u>	i, 180
Calculta "	" 165.	250
* These Steamers have superior accommoda	tion for First-Class	Petron gore and and all.
throughout with Electric Light		r moon Pore and Els Mitted

Taking Cargo on Through Bills of Lading to Chefoc, Tientsin, Newchwang and Yangtaze Ports. For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., Hengkong, 12th August, 1907. GENERAL MANAGERS.

HONGKONG-MANILA. HAMBURG-AMERIKA LINIE. PASSENGER SERVICE.

Y the new steemers, "RHENANIA," "HABSBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are amidship and fitted with fans. Laundry on Board. Doctor and Stewardesses carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at

NAPLES in both directions In addition to these boats, the steamers "SCANDIA" & "SILESIA" carry first-class passengers Returntickets issued at reduced rates available for two years. Throughtickets to be had to New York via Naples and Hamburg.

OUTWARD. FOR SHANGHAI, KOBE, YOKOHAMA. RHENANIA let September

HOHENSTAUFEN

SILESIA ...

HOMEWARD. FOR THE STRAITS COLOMBO, ADEN SUEZ, PORT SAID, NAPLES PLYMOUTH HAVRE, & HAMBURG HABSBURG 4th September RHENANIA 2nd October

4 From Naval Yard to East Point.

FREIGHT SERVICE.

1st October

2nd November

NEXT SAILINGS OUTWARD:

LIBERIA RHENANIA SUEVIA		FOR FOR	SHANGHAI, KOE SHANGHAI, KOE SHANGHAI, KOB	E& E& E&	YOKOHAMA YOKOHAMA YOKOHAMA	26th Aug let Sept.
EXT SAILII	NGS 1	HOME	WARD:	•	resident to the second	•
	RHENANIA SUEVIA BRISGAVIA	LIBERIA RHENANIA SUEVIA BRISGAVIA	LIBERIA FOR RHENANIA FOR SUEVIA FOR BRISGAVIA FOR EXT SAILINGS HOME	LIBERIA FOR SHANGHAI, KOB RHENANIA FOR SHANGHAI, KOB SUEVIA FOR SHANGHAI, KOB BRISGAVIA FOR SHANGHAI, KOB EXT SAILINGS HOMEWARD:	LIBERIA FOR SHANGHAI, KOBE & RHENANIA FOR SHANGHAI, KOBE & SUEVIA FOR SHANGHAI, KOBE & BRISGAVIA FOR SHANGHAI, KOBE & EXT SAILINGS HOMEWARD:	LIBERIA FOR SHANGHAI, KOBE & YOKOHAMA RHENANIA FOR SHANGHAI, KOBE & YOKOHAMA SUEVIA FOR SHANGHAI, KOBE & YOKOHAMA FOR SHANGHAI, KOBE & YOKOHAMA FOR SHANGHAI, KOBE & YOKOHAMA

VIA STRAITS, COLOMBO AND ADEN. Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Colenhagen, LISBON, OPORTO, LONDON, LIVERPOUL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANIE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

... HAVRE & HAMBURG NAPLES, PLYMOUTH, HAVRE & HAMBURG ... SLAVONIA.... HAVRE & HAMBURG 17th Sept.

Special attention of inlending Passengers is drawn to the splendid accommodation of this Steamers. Saloon and cabins amidships. Lighted throughout by electricity. Duly qualified Doctor and stewardess carried. Laundry on board.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY. CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA. B.C. AND TACOMA

MOJI. KOBE AND YOKOHAMA.

Steamer	3 ·	·.	Tons.	Captain.	Sailing Date.
SHAWMUT TREMONT ! SUVERIC ! KUMERIC	*** **	- •••	9,606 9,606	E. V. Roberts T. W. Garlick	On 15th August. About 10th September. On 1st October. On 15th October.
				t Cargo baly.	on the community of the community of t

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadings at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier THE Steamship in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA. For further information apply to-

Hongkong, 7th August, 1907.

DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS,

VESSELS ON THE BERTH

LLOYD'S STEAM NAVI. AUSTRIAN GATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"VORWAERTS," Capt. B. Bednarz, will leave for the above places TO-DAY, the 12th inst. P.M. For Freight or Passage, apply to SANDER, WIELER & Co.,

Agents. Prince's Building. Hongkong, 6th August, 1907,

FOR NEW YORK. (With Liberty to Call at the Malabar Coast.)

TILE Steamship

"TUDOR PRINCE," Captain McDougale, will be despatched for the above Ports on or about THURSDAY the 15th August. For Freight or Passage, apply to

ARNHOLD KARBERG & Co., Hongkong, 1st August, 1907.

KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong CALLAO AND IQUIQUE, VIA JAPAN PORTS (Karatsu, Kobe and Yokohama.) With option to Call at Mexican and other

Coast Ports. Steamers Tons To Sail "GLENFARG" 3,500 Mid. of Aug. "KASATO MARU" ... 6,100 End of Sept. Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

K. MATSDA, Manager, York Building.

Hongkong, 30th July, 1907. COMPAGNIE DES MESSAGERIES

MARITIMES. FRENCH MAIL STEAMERS.



STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN DJIBOUTI, EGYPT MARSEILLES, LONDON BORDEAUX HAVRE. MEDITERRANEAN AND BLACK SEA PORTS.

TIRE Steamship

"SALAZIE" Captain Aillaud, will be despatched MARSEILLES, on TUESDAY, the 20th August, at 1 P.M. This Steamer connects at Colombo with the Australian line s.s. "Sydney," bound for Marseilles via BOMBAY and Aden. Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Next sailings will be as follows: S.S. "POLYNESIEN" ... 3rd Sept. S.S. "TOURANE" ... 17th Sept. S.S. "AUSTRALIEN" ... 1st Oct.

S.S. "NERA" 15th Oct. S.S. "YARRA " ... S.S. "ERNEST SIMONS" ... 12th Nov. G. DE CHAMPEAUX, Agent. Hongkong, 7th August, 1967.

SOUTH AFRICAN LINE.

FOR DURBAN.

THE Steamship

"HELIOPOLIS." Captain Martin, will be despatched for the above Port, on or about TUESDAY, the 20th. August.

For Freight, apply to
GIBB, LIVINGSTON & Co.,

Hougkong, 25th July 1907. THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS. TRALIA, INDIA, ADEN, EGYPT. MEDITERRANEAN PORTS. PLYMOUTH AND LONDON, PHEOUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

- "ARCADIA," Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this for Bombay &c. on SATURDAY, 24th August at Noon, taking passengers and cargo for the above corts in connection with the Company's s.s. "MOLDAVIA," 9,500 tons, from Colombo, passengers' accommodation in which vesse is secured before departure from Hongkong. Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. other cargo for London, &c., will be convoyed from Bombay by the R.M.S. "EGYPT," due in London on 6th October, 1907. Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to

E. A. HEWETT, Superintendent. Hougkong, 12th August, 1907.

FOR VLADIVOSTOCK.

"VINE BRANCH" will be despatched as above on or about 10th. September.

For Freight and further particulars, apply to DODWELL & CO., LTD.

Agents. Hongkong, 7th August, 1907.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

-	•	· .	
FOR	STEAMBES	TO SAIL	REATER.
TONDON and ANTWERPVIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	Capt C. D. Goldensmith, R.N.E.	'	•
SHANGHAI, MOJI, KOBE N and YOKOHAMA	AMUR	About 16th August	Freight and Passage.
SHANGHAI	ALTA Capt, R. A Peters	About 22nd August	Freight and Passage.
LONDON VIA USUAL PORTS	_		
For further Particulars	s, apply to		ber talfretti

E. A. HEWETT, Superintendent.

BUTTERFIELD & SWIRE,

MARNING

Hongkong, 12th August, 1907.

CHINA NAVIGATION CO.,

	•
FOR STEAMERS	TO SAIL
"HUPEH"	On 13th Aug., D'light.
AMOS TRINGTAD & NEWCHWANG "KWEIYANG"	On 13th Aug., 4 P.M.
PARAGONE AMOV & SHANGHAL + "SHANSL"	On loth Mug., 4 P.m.
* "TAMING"	On 13th Aug., 4. P.M.
SWATOW, CHEFOO and TIENTSIN "HUICHOW"	On 13th Aug., 4 P.M.
**************************************	On 13th Aug., 4 P.M.
CHINKIANG NINGPO & SHANGHAI * "ICHANG" * "SHAOHSING"	On 14th Aug., 4 P.M.
NINGPO & BHANGHAI "SHANTUNG"	On 15th Aug., 4 P.M.
	On 15th Aug. 4 P.M.
YOKOHAMA and KOBE * "TSINAN"	On 16th Aug., D'light.
	on room range, to regard
MANILA, ZAMBOANGA, PORT	•
DARWIN, THURSDAY IBLAND,	On Olat Ana Ana
COOKTOWN, CAIRNS, - TAIYUAN"	Of hist hug, 4 P.M.
TOWNSVILLE, BRISBANE,	•
QVINEY and MELBOURNE	7 12
The attention of Passengers is directed to the superior accomm	nominal distance of the second

steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried. Taking Cargo on through bills of lading to all Yangtere and Northern China Ports. Taking Cargo and Passengers at through rates or all New Zealand Ports and other

Australian Ports. REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS,

For Freight or Passage, apply to-Honokono 12th August 1967.

RAILWAY PACIFIC CANADIAN COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY-SPEED-PUNCTUALITY.

ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER Il days Across the Pacific is the "EMPRESS LINE," -Saving 5 to 10 days' Ocean Travel. 11 DAYS YOKOHAMA to VANCOUVER, 18 DAYS HONGKONG to VANCOUVER.

	PROPOSED SAI	"	(Subject to Alte		
R.M.S.		Tons	LEAVE Hong	KONG A	ARRIVE VANCOUVE
"MONTEAGLE"		ps 141	WEDNESDAY,	14th Aug.	7th Sept.
"EMPRESS OF JA		***	THURSDAY,	29th Aug	16th Sept.
"TARTAR" "EMPRESS OF CI			THURSDAY.	20th Sept.	14th Oct.
"EMPRESS OF IN	DIA" 6,000	,,	THURSDAY,	24th Oct.	11th Nov.
					•

"EMPRESS" Steamers will depart from HONGKONG at 4 P.M. Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPRESS" Steamships, 14.500 tons register. The through transit to LIVERPOOL being 224 days from YOKOHAMA and 291 days from HONGKONG.

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NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN LINES.

FOR	STEAMERS	TO SAIL.
NAPLES, GENOA, GIBRALTAR, SOUTHAMTON, ANTWERP & HIMBURG	"ZIETEN" F PROESCH	Wed'day, 14th Aug., at Noon.
SHANGHAI, NAGASAKI, KOBE	"PRINZ EIFEL FRIEDRIC Capt. E. MALCHOW	H") About Wed'day,
MANILA, NEWGUINEA, BRIS- BANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR Capt. W. von Sunde:	
YOKOHAMA and KOEE }	"PRINZ SIGISMUND" Capt. D. Lenz	About Friday 23rd August
KUDAT and SANDAKAN}	"BORNEO" Capt. F. Sembill	About Saturday, 31st Aug., at 9 A.M.
For further Particulars, apply to		,

NORDDEUTSCHER LLOYD, MELCHERS & CO.. GENERAL AGENTS, HONGKONG & CHINA.

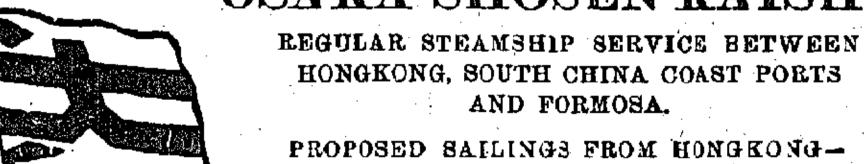
Hongkong, 7th August, 1907

AMOY A D FOOJHOW

OSAKA SHOSEN KAISHA.

SUBJECT TO ALTERATION.

5 at 10 A.M.



igi v		·	
	FOR	THE .CO.'8 8.8.	LEAVING
TAMSUI	VIA SWATOW {"	JOSHIN MARU" Capt. H. S. SMITH	TUESDAY, 13th Aug., at 10 A.M.
	D AMOY	DAIJIN MARU " Capt. I. SAKURAI	SUNDAY 18th Aug., at 10 A.M.
* TAKAO	VIA SWATOW ("	FUKUSHU MARU" Capt. T. Ito	WED'DAY, 21st August, at 10 A.M.
+ SHANGI	HAI VIA BWATOW	THE CHARTERED STEAMER "FRITHJOF."	THURSDAY, 15th Aug.,

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table. † Taking Cargo on through Bills of Lading to all Yangteze and Northern China Ports. For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings. Hongkong, 12th August, 1907 T. ARIMA, Manager,

Capt. O. Anderson

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

Steamer	From	ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG.	JAVA	Second half of Aug.	JAPAN	Second half of Aug
TJIMAHI	JAPAN	Second half of Aug	JAVA PORTS	Second half of Aug.
TJIBODAS	JAPAN	Second half of Aug	JAVA PORTS	First half of Sept.
TJIPANAS	JAPAN	First half of Sept.	JAVA PORTS	First ha'f of Sept.
rjikini	JAVA	First half of Sept.	JAPAN	First half, of Sept
TJULATJAP	JAPAN ·	First half of Sept	JAVA PORTS	First half o Sept.

The Steamers are all fitted throughout with Electric Light and have accommodation for limited number of Saloon Passengers, and will take Cargo to all Netherlands Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAFAN LIJN. Telephone No. 375.

York Buildings, 1st Floor. Hongkong, 9th August, 1907.

SHIPPING IN PORT.

AUSTRIAN LLOYD'S STEAM NAVI GATION COMPANI.

STEAM For FIUME AND TRIESTE (DIRECT). Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID. Taking Cargo at through rates to the BRAZILS,

RED SEA, BLACK SEA, LEVANT, VENICE

THE Company's Steamship

and ADRIATIC PORTS.

"AUSTRIA, Captain Bilaffer, will be despatched as above on or about the 30th August.

passengers, electric light, and carries a doctor. For information as to Passage and Freight SANDER, WIELER & Co.,

This Steamer has capital accommodation for

Agents, Prince's Buildings. Hongkong, 31st July, 1907. LASTERN AND AUSTRALIAN STEA W

FOR SYDNEY AND MELBOURNE. Calling at PORT DARWIN, and QUEENS-LAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &C.

SHIP COMPANY, LIMITED.

THE Steamship

"EASTERN." Capt. McArthur, will be despatched as above on SATURDAY, the 31st inst., at Noon. This well-known Steamer is specially fitte for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light. A Stewardess and a duly qualified Surgeon

N.B.—To assure the additional comfort of passengers the steamers of the Company hav electric fans fitted in statercoms. For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents. Hugokong, 7th August, 1907. STEAMSHIP

(WITH LIBERTY TO CALL AT MALABA) COAST). PROPOSED SAILINGS FROM HONGEONG. FOR NEW YORK.

S.S. "SATSUMA" ... 7th Sept. FOR BOSTON AND NEW YORK. S.S. "GHAZEE" ... 14th Sept. For Freight and further information, apply to DODWELL & CO., LD.

Agents. Hongkong, 1st August, 1907. 1226-1254

MAIL TABLES FOR 1907.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

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Cutler, Palmer & Go.'s



SHIPPERS

Gutler, Palmer & Go., London. **AGENTS**

HONGKONG.

19

STEAMERS. ARABIA, German str., 4,438, C. Newmann, 3rd August-Portland via Japan 2nd July, General-Portland Asiatic S.S. Co.

CARL DIEDERICHSEN, German str., 774, T. Petersen, 7th August-Haiphong 4th and Hoihow 6th Aug., Rice, Pigs & General-Jebsen & Co.

CHILDAR, Norwegian str., 1,102, A. Augenser 4th August-Bangkok 27th July, General -Nippon Yusen Kaisha. CHINKIANG, British str., 1,200, F. Robertson,

4th August - Swatow 3rd August -Butterfield & Swire. CHOYSANG, British str., 1,424, A. E. Sandback. 7th Aug.—Shanghai 3rd via Swatow 6th Aug., General - Jardine, Matheson & Co.

DARDANUS, British str., 2,992, H. Nicholas, 7th August-Singapore 2nd Aug., General -Butterfield & Swire.

DOTT, Norwegian str., 629, Jah Dauncing, 17th July - Wakamatsu 11th July, Coal -Wallem & Co. EMPRESS OF JAPAN, British str., 3,039, H. Pybus, 28th July-Vancouver 9th July,

General-C. P. R. Co. GLENESK, British str., 2,274, J. Rafferty, 28th July-Moji 23rd July, Coals-McGregor Bros. & Gow. HAITAN, British str., 1,183, J. S. Roach, 9th

August-Coast Ports 8th August, General-Douglas, Lapraik & Co. HARBART, British str., 2,149, A. Bowling, 31st July - Melbourn 29th Jude, Flour-

Shewan, Tomes & Co. August-Saigon 3rd August, General-Jardine, Matheson & Co.

HUICHOW, British str., 1,217, E. Forsyth, 8th Butterfield & Swire. JOHANNE, German str., 952. Ipland, 5th obtained. Perishable Goods to be taken

August-Samarang 27th July, Sugar.-JOSHIN MARU, Japanese str., 700, H. S. Smith, 7th August—Tamsui 4th Aug., General— 'Osaka Shosen Kaisha.

KASHIMA MARU, Japanese str., 1.746, M. Nisu, 25th July - Moji 18th July, Chal -Mitsui Bussan Kaisha. KOREA, American str., 5,651, Samuel Sandberg. 5th August-San Francisco via Ports 9th

July, General-O. & O.Co. KWANGLEE, Chinese str., 1,648, R. Lincoln, 3rd Aug.—Shanghai 31st July, General—

Chinese. KWEIYANG, British str., 1,044. Dawson, 6th August-Swatow 5th August, General-Butterfield & Swire. LAUSCHAN, German str., 1.945, Sperling, 6th

Aug. -- Moji 1st Aug., Coal--Jebsen & Co. LEVANZO, Italian str., 2.291, Gravone, 6th August-Singapore 31st July, Cotton-Carlowitz & Co.

LOO SUN, German str., 1,020, W. Taubert, 9th August-Bangkok 31st July, Rice & Wood -Melchers & Co. LOTHIAN, British str., 3,222, Williamson, 5th August—Callao 22nd June—Order.

MAUSANG, British str., 1,844, R. Houghton, 9th Aug.-Sandakan 4th Aug., General-Jardine, Matheson & U.o.

MEEFOO, Chinese str., 1,518, Frigast, 8th August-Shanghai 4th August, General-MONTEAGLE, British str., 3,953, S. Robinson,

R.N.R., 25th July-Vancouver, &c. 28th June, Mails and General-C. P. R. Co. PETCHABURI, German str., 1,372, C. Wolff, 6th August-Bangkok 27th July, Rice and Timber-Butterfield & Swire. PHU-YEN, French str., 1,249, Bouisson, 31st

July-Saigon 26th July, Rice-Bradley Pongrong, German str., 997, W. Böteführ. 3rd Aug .- Bangkok 24th July, Wood and Rice-Butterfield & Swire.

PROGRESS, Norwegian str., 1,671, Thos., Schyiwig, 28th July-Sandakan 23rd July, General-Wallem & Co. RIVERSDALE, British str., 2,384, Hay, 9th Aug

-Sourabaya 30th July, General-Butterfield & Swire. SHANTUNG, British str., 1,835, J. Robinson, 4th August-Java (Cheribor) 26th July, Sugar

-Butterfield & Swire. SHAOHSING, British str., 1305, W. McIntosh, 8th August-Shanghai 4th August, General-Butterfield & Swire.

SHAWMUT, American str., 9,696, E. V. Roberts, 8th Angust-Manila 6th August, General -Dodwell & Co.

Sullnerg, German str., 765, C. Luppi, 4th August-Haiphong 2nd August, Coal-Siemssen & Co. TAMING, British str., 1,353, A. W. Outerbridge, 9th August-Manila 6th August, Hemp

and General -- Butterfield & Swire. TATSU MARU, Japanese str., 1,748, H. Ternmine, 4th August-Kobe and Moii 29th July, Coal-Chinese. TELEMACHUS, British str., 1,340, Jas. Williamson, 31st July Saigon 27th July, Rice-

Chinese VICTORIA, Swedish str., 1,150, J. A. Hellberg, 4th August-Java 25th July, Sugar-Angaard, Thoreson & Co.

VORWAERTS, Austrian str., 3,422, B. Bednarz, 7th August-Trieste 27th June and Singapore 1st August, General-Sander, Wieler WINGSANG, British str., 1,557, Walker, 3rd

August-Moji 27th July, Coal-Jardine, Matheson & Co. Wondkoi, German str., 1,115, W. Reher, 4th Aug. -- Swatow 3rd Aug., General-Butterfield & Swire.

YUENSANG, British str., I,148, F. Meyrick, 5th Aug.-Manila 2nd Aug., General-Jardine, Matheson & Co.

NOTICES TO CONSIGNEES.

S.S. "POLYNESIEN," COMPAGNIE DES MESSAGERIES MARITIMES. NOTICE.

ONSIGNEES of Cargo from London THE Steamship "Dordogne," from ex s.s. "Médoo" in connection with the Steamer are hereby informed that Goods, with the exception Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undaimed after Monday, the 12th inst., 1907, at Noon, will Consignees' risk and expense.

be subject to rent and landing charges.

No Fire Insurance has been effected. be subject to rent and landing charges. All claims must be sent in to me on or before

the 12th inst., 1907, or they will not be recognised

All damaged packages will be examined on MONDAY, the 12th inst., at 3 P.M. No Fire Insurance has been effected. G. DE CHAMPEAUX,

Hongkong, 5th August, 1907. NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS. FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS. THE Steamship

"GLENTURRET," having arrived from the above Ports, Cousig nees of Cargo by her are hereby informed that their Goods are being landed AT THEIR BISK into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ld., at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 12th inst., will be subject to rent. No Fire Insurance will be effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within

ten days after the steamer's arrival. No claims will be recognized if not presented within 14 days of the ship's arrival. McGREGOR BROS. & GOW.

Hongkong, 5th August, 1907. NAVIGAZIONE GENERALE ITALIANA (Florio and Rubattino United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE. FITHE Steamship

"LEVANZO," HOPSANG, British str., 1,359, Jas. M. Hay, 7th | having arrived from the above Ports, Consigness of Cargo by her are here by informed that their Goods are being landed at their risk, into the hazardous and or extra hazardous Godowns August-Tientsin 3rd August, General- of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be delivery of immediately.

All Claims must be presented within ten Mr. A. E. Dunrich days of the steamer's arrival here after which Mr. W. Einstmann date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst., will be subject

to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 9.30 Am. No Fire Insurance has been effected.

CARLOWITZ & CO., Agents. ongköng, 6th August, 1907.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MARMORA," FROM BOMBAY, COLOMBO AND STRAITS.

Consigners of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed ATTHEIRRISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed:

This vessel brings on Cargo:--From London, &c., ex s.s. "India". &

From Persian Gulf ex B. I. S. N. & B. & P. S. N. Co.'s Steamers Optional Goods will be landed here unless instructions are given to the contrary before

Goods not cleared by the 14th August, at 4 r.m., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Go-downs for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent. Hongkong, 7th August, 1907.

AUSTRIAN LLOYD'S STEAM NAVI. GATION COMPANY.

NOTICE TO CONSIGNEES. FROM TRIESTE, PORT SAID, SUEZ,

ADEN, COLOMBO, PENANG,

AND SINGAPORE. THE Company's Steamship

"VORWAERTS," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed, Mr. H. Garrett ut their risks, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

From Venice, ex s.s. "Hungaria," transhipped at Trieste. Optional Cargo will be discharged here unless notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 15th inst., or they will not be

recognised. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 15th inst. will be subject to rent. Bills of Lading will be countersigned by SANDER, WIELER & Co.,

A.genta Hongkong, 8th, August, 1907.

NOTICE TO CONSIGNEES

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

"JAPAN," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge will be landed at once, at Consignes' risk and

Cargo remaining ou board after 4 P.M. of the 12th inst., will be landed at Consignees' risk and expense. Consignees of cargo from SING · PORE AND PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the Vessel will be landed and stored at

Bills of Lading will be countersigned by the indersigned.

DAVID SASSOON & CO., LTD., ... Agents. Hongkong, 9th August, 1907.

NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS I in CHINA and JAPAN for the above Line ore prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-THINA STEAM NAVIGATION Co.'s fortnightly ervice hence to CALCUTTA. Sailings from JALCUTTA for CAPE POETS every fortnight For Freight and further particulars,

DODWELL& CO., LIMITÉD General Agents for China and Japan. Hongkong, 4th August, 1898.

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The Inna Eitel Fredrich, with the German mail of the 16th July, left Singapore on Thursday, the 8th met, at noon, and may be expected here to-day, at 4 p.m.

FOR	PER	DATE	
Keelung, Moji, Kobe, Yokohama and Portland Swatow, Amoy and Foochow Macao Manila Moji, (Japan,) Salina Cruz and Mexico Singapore, Penang and Bombay Haiohong Hoihow and Haiphong Swatow Swatow Swatow, Amoy and Tamani Hoibow and Pakhoi Macao Shanghai, Yokohama, Kobe and Moji Chinkiang Amoy, Tsingtan and Newehwang Swatow, Amoy and Shanghai Swatow, Chefoo and Tientsin Ningpo and Shanghai Manila Shanghai KEELUNG, SHANGHAI, NAGABABI, KOHE, YOKOHAMA, VICTORIA and VANCOUVER, (BC.)	Yuensang Glenesk Levanzo Hupeh Carl Diederichsen.	Monday, Monday, Monday, Monday, Monday, Monday,	12th, 11 00 A.M. 12th, 1.'0 P.M. 12th, 3.00 P.M. 12th, 3.00 P.M. 12th, 3.00 P.M. 12th, 5.00 P.M. 12th, 5.00 P.M. 12th, 5.00 P.M. 12th, 5.00 P.M. 13th, 9.00 A.M. 13th, 9.00 A.M. 13th, 1.15, P.M. 13th, 3.00 P.M.

Extra Postage 10 cents) EJROPE, &c., INDIA VIA TUTICORIN) (Late Letters 11.00 to 11.30 P.M. Extra Postage 10 cents.) Zielen (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

timelized for departure of the mail.

Macao Ningpo and Shanghai
Shanghai, Nagasaki, Kobe and Yokohama Keelung, Shanghai, Moji, Kole Yokohama, Victoria, B.C. and Tacoma, Wash

Wednesday, 14th, Printed Matte, and Somples...... 10.00 A.M. Registration 10,00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Registration, Kowloon B.O.10,00 A.M.

No late fee, Letters 11.00 A.M. Sui Tai ... Wednesday, 14th, 1.15 P.M. Shaohsing Wednesd .y, 14th, 300 P.M. Glamorganshire ... Thursday, 15th, 11.00 A.M. Shawmut Thursday, 15th, 11.00 A.M.

EYSSEN'S "STAR BRAND" FINEST DUTCH CHEESE.

UNSURPASSED IN QUALITY.

TO BE HAD AT ALL THE STORES IN THE COLONY

WHOLESALE AND RETAIL.

Sole Agents-

H. RUTTONJEE & SON.

WINE AND PROVISION MERCHANTS.

Hongkong, 29th July, 1907. TO-MORROW. Ordinary Holf-Yearly Meeting, Horgkong Canton and Macao Steambeat Co., Ld., at Co.'s Office, neon. COMMERCIAL. ----

CLOSING QUOTATIONS. August 10th. On LONDON.--Telegraphic Transfer2/23 Bank Bills, on demand 2,2; Book Bills, at 30 days' eight2.27 Bank Bills, at 4 months sight ... 2 35 Credite, at 4 months' sight 2 3,5 Documentary Bills 4 months' sight 2 374 ON PARIS.— Credite, at 4 months' sight..........286 ON GERMANY. on demand...... 2283 ON NEW YORK,-Credits, at 60 days' sight......55% ON BOMBAY,-Telegraphic Transfer1661 Bank, on demand1673 ON CALCUTTA. Telegraphic Transfer166 ON SHANGHAL-ON YОКОНАМА.—On demand.......169 On Manila.—On demand—Pesos—1093 ON SINGAPORE.—On demand,..... 5 p.c.pm.

ON BANGKOK.-On demand Sovereions, Bank's Buying Rate... \$8.90 GOLD LEAF, 100 fine, 1 er tael....... \$46 90 SUBSIDIARY COINS. per cent. 20 cents pieces \$8.42 discount. Hongkorg 20 , **9.** 8.30

ON HAIPHONG. -- On demand 41 p.c. pm.

OPIUM. August 10th. Quotations are:-Malwa New 8840 per picul. Malwa Old \$880 Malwa Older \$900 Malwa V. Old 3949 Persian fine quality ... \$650 Persian extra fine ... \$700 Patna New \$810 per chest. Patna Old ___ Benares New \$8071 Benares Old... ... -

VESSELS EXPECTED.

THE INDIAN MAIL. The Apear str. Arrateon Apear from Yokohama and Kobe, left Kobe on 8th inst. a.m., and may be expected here this morning.

THE GERMAN MAIL. The I.G.M. str. P. E. Friedrich carrying the German Mails with dates from Berlin of the 16th ult. left Singapore on Thursday the 8th inst. noon, and may be expected here to day at

4 p.m. The I.G.M. str. Zieten left Shanghai on Saturday the 10th instant at noon, and may be expected here to-morrow at daylight. The I.G.M. str. Prinz Waldemar left Kuchinotzu on Saturday the 10th inst., at 8 a.m. and may be expected here on or about Wednesday the 14th inst. at 10 a.m.

THE AMERICAN MAIL. The T.K.K. str. America Maru sailed from Yokohama on the 6th instant, and is therefore due to arrive at this port via Manila on the 17th instant.

THE CANADIAN MAIL. The C.P.R. str. Tartar left Vancouver p.m. on Thursday the 25th ult. for Hougkong via the usual ports of call.

The C.P.R. str. Empress of China left Vunconver a.m. on Tuesday the 6th instant for Hongkong via the usual ports of call. MERCHANT STEAMERS.

The N.Y.K. str. Bombay Maru (Bombay Line) left Singapore for this port on the 8th inst., and is expected here to morrow. The str. Glamorganshire left Singapore on Wednesday the 7th instant, and is due here to-

morrow at ncon. The Danish str. Tranquebar left Port Said, and may be expected here on or about the 17th inetant.

The str. Indrarelli left New York on 30th June, and is due here on or about 20th instadt.

STEAMERS PASSED THE CANAL. July 10th-Breiz Huel, Sotrudnik, 17th-Indrawadi, Amatomi Maru, Tamboo. 20th-Stavonia, Shimosa. 24th-Hydra. 27th-Agamemnon, Lennox, Nubia, Sanuki Maru, CAPITAL PAID-UP 3,750 00 Tourane, Brasilea. 31st-Gunaron, Flintshire, Longsor, Segovia, Sikh, Braunfels, Norman Prince, Whitecross. August 3rd-Achilles, Antenor, Sydney, Liberio, Orkl. 7th-Benvenue, Braemar, Manila, Oceanien Prinz Amoy Heinrich, Rhenania, Hyson. 10th-Myrmiden, Anping Australien, Peru, Menclaus, St. Domingo, Foochow ON SAIGON.—On demand 4 p.c. pm. Tamba Maru.

> ARRIVAL AT HOME. August 9th-Devanha.



SHIPPERS AGENTS -

LANE, CRAWFORD & CO.

HONGKONG

CUTLER, PALMER & Co., LONDON

BANKS

TONGKONG AND SHANGHAI BANKING CORPORATION. PAID-UP CAPITAL RESERVE FUND-STERLING REMRYE \$10,000,000 SILVER RESERVE ... 11.000,000

RESERVE LIABILITY OF PROP'TORS 10,000,000 COURT OF DIRECTORS. G. H. MEDIURST, Esq.—Chairman. Hon.Mr. HENRY ESWICK, -Deputy Chairman A. Fuchs Esq. I E. Shellim, Esq. E. Goets, Esq. R. Shewan, Esq. H. A. W. Slade, Esq. A. Houpt, Esq. C. R. Lensmann, Esq. H. E. Tomkins, Esq. A. J. Raymond, fsq.

CHIEF MANAGER Hongkong-J. R. M. SMITH, Esq. Manager :

Shanghai-H. E. R. HUNTER, Esq. LONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG-INTEREST ALLOWED. On Current Amount at the rate of Two per cent. per Annum on the daily balance. ON FIXED DEPOSITS.

For 3 months, 21 per cent. per Annum. For 6 months, 32 per cent, per Annum. For 12 months, 4 per cent, per Annum. J. M. M. BMITH, Chief Manager. Hongkong, 14th June, 1907.

HONGKON SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI MANKING CORPORA. CION. Rules may be obtained on application. INTEREST on deposits is allowed at 33 Per Cent. per annun.

Depositors may transfer at their option balances \$100 or more to the Hongkong AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 Per Cent. per annum. For the llongkong and Shangha BARRING CORPORATION,

J. R. M. SMITH Chief Manager. Hongkong, 12th January, 1907.

ATEDERLANDSCH-INDISCHE HANDELSBANK (NETHERLANDS INDIA COMMERCIAL BANK

ESTABLISHED 1863.

Authorised Capital Fl. 15,000,000 (£1,250,000) Subscribed Capital Fl. 10,000,000 (Paid up) Fl. 2,112,570.36 (£176,048, Reserve Fund

HEAD OFFICE: AMSTERDAM. THE HAGUE. Sub-Office: HEAD AGENCY: BATAVIA. BRANCHES at: Singapore, Sourabaya, Samarang, Inframajoo, Bandoong and Weltevreden.

CORRESPONDENTS at: Cheribon, Tegal, Pecalongan, Massar, Pontianak, Padang, Medan, Pensig, Rangoon, Calcutta, Bombay, Madas, Colombo, Karachi Djeddali, Banglok, Saigon, Shanghai

BANKERS: London: THE WILHAMS DEACONS BANK, SWISS BANEVERRIN. Paris: COMPTOIR NATIONAL D'ESCOMPTE DE

Paris. Berlin: DEUTSCHE BANK. Brussels: BANQUE DE PARIS ET DES PAYS BAB: Vienna: Union Bang.

Rome: BANCA COMPERCIALE ITALIANA. THE BANK buysand sells and receives for collection Bills of Exhange, issues Letters of Credit payable in all important places of the World and transact every description of

Banking and Exchange business. INTEREST ALLOWED. On Current-Account at the Rate of 2% per annum on the Daily Islances. On Fixed Deposits: 12 months 4% per annum. 6 do. 84% do. 3 do, 3½

J. BOETJE, Manager. No. 16, Dos Voeux Road Central THE BANK OFTAIWAN LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER CAPITAL SUBSCRIBEDYen 5,000,000

HEAD OPPICE: TAIPER, FORMOSA,

BRANCHES AND AGENCIES: Tainan Navuski Tamani Tokio Keelung **Bhaughai** Yokohama Swatow HONGKONG OFFICE: 3, DES VEUX ROAD.

Interest allowed on Accoun' Current Deposits received on tems which may be on application. D. TOHDOW, Manager: Hongkong, 5th April, 1907.

THERNATIONAL PANKING ORPORATION.

Fiscal Agents of the United States in China, the Philippine Islands, and the Republic of Panama. CAPITAL PAID UP Gold \$3,250,000. = bout Mex. \$5,900,000

RESERVE FUND Gold \$5,250,000. =:bont Mex. \$5,900,000 HEAD OFFICE: 60 Wall Street, New York. LONDON OFFICE: Theseneodle House, E.C. Branches and Agentiall over the World LONDON BANKERS: BANK OF ENGLAND.

LIMITED. THE CAPITAL & COUNTES BANK, LIMITED. BRANCHES and AGENTS all over the World.

NATIONAL PROVINCIAL BANK OF ENGLAND

The Corporation traumets every description of Banking and Exchange business, receives money in Current Acount at the Rate of 2% per annum on Daily balances and accepts Fixed Deposits at the following rates:-

For 12 months 44 per cent. per annum. No. 9, Queen's Road, Central, Hongker g. W.M. ANDERSON, Manager,

Hongkong 24th July,1997.

BANKS

NIEDERLANDSCHE HANDEL. MAATSCHAPPIJ. (NETHERLANDS TRADING SOCIETY). ESTABLISHED 1824.

PAID UP CAPITAL FL. 45,000,000 (£3,750,000) RESERVE FUND ... FL. 5,000,000 ...417,000

----\$21,000,000 HEAD-OFFICE : AMSTERDAM. HEAD-AGENCY BATAVIA. Branches: -Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pascerocan, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radja, (Acheen) Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c. LONDON BANKERS:-THE UNION OF LONDON AND SMITHS BANK

LIMITED.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacte Banking Business of every description.

INTEREST ALLOWED. On Current Accounts 2% per annum on daily Dalances. On Fixed Deposits 12 months 41% per annum. 6 do. 4% 3 do. 31% J. L. VAN HOUTEN Agent,

DEUTSCH-ASIATISCHE BANK. CAPITAL FULLY PAID UP...Sh. Taols 7,500,000

Head Office—Shanghal.

Hongkong, 8th June, 1907.

BOARD OF DIRECTORS, BERLIN. BRANCHES: Berlin, Hamburg, Calcutta, Hankow, Tientein, Peking, Tsinanfu, Tsingtau,

Kobe, Yekohama, Singapora, Founded by the following Banks and Bankers:-KOHNIGLICHH SEEHANDLUNG (PREUSSISCHE STAATSBANK) Berlin.

DIRECTION DER DISCONTO GESELLSCHAFT DEUTSCHE BANK S. BLEICHROEDER BERLINER HANDELS GESEILSCHAFT Berlin. BANK LUER HANDEL UND INDUSTRIB ROBERT WARSCHAUER & Co.

MENDELSSOHN & Co. M. A. VON ROTHSCHILD &7 SORHNE Frankfurt a/M. JACOB S. H. STERN NORDDBUTSCHE BANKIN HAMBURG, Hamburg SAL. OPPENHBIM, JR., & Co., Koeln. BAYERISCHE HYPOTHEREN UND WECHSEL-BANK, MUSNCHEN.

LONDON BANKERS: Mesers. N. M. ROTHSCHILD & SON: THE UNION OF LONDON AND SMITH'S

BANK LIMITED. DRUTSCHE BANK (BERLIN), LONDON AGENCY DIRECTION DER DISCONTO GESELLSCHFAT.

INTEREST allowed on Current Account, DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted. Dairy Farm

•F. JUNG, Manager. Hongkong, 7th January, 1907,

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA. Fenwick & Co., Geo... INCORPORATED BY ROYAL CHARTER 1853, Green Island Coment.

HEAD OFFICE-LONDON: Hongkong & C. Gas... PAID-UP CAPITAL £890,000 Hongkong Electric ... Shortly to be increased to £1,200,000 Hongkong Hotel Co., RESERVE FUND Hongkong Ice Co Hongkong Rope Co... Shortly to be increased to £1,475,000 RESERVE LIABILITY OF PROPRIE-Insurances—

INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily balances. On Fixed Deposits for 12 months 4 per cent

JOHN ARMSTRONG. Manager. Hongkong, 16th May, 1907.

FITHE MERCANTILE BANK OF Mining -INDIA, LIMITED. AUTHORISED CAPITAL ... £1,500,000

PAID-UP RESERVE FULD BANKERS: LONDON JOINT STOCK BANK, LIMITED,

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance. ON FIXED DEPOSITS:

For 12 months ... · 4 per cent. 33 per cent. 24 per cent. EVAN ORMISTON, Manager. Hongkong, 30th April, 1907.

THE TOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP Yen 24,000,000 RESERVE FUNDS , 11,550,000 BRANCHES AND AGENCIES. Tokyo Kobe Nagasaki London San Francisco Honolulu New York Bomby Shanghai Hankow Chefoo Tientsin Peking Newchwang Dalny Port Arthur Lioyang Antung Mukden Tieling

Chang Chun HEAD OFFICE-YOROHAMA.

HONGEONG-INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance. On fixed deposits for 12 months 5% per annum

Manager.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., AND CHINA NAVIGATION CO., LD. JOINT

HONGKONG-CANTON LINE,

8.8. "HONAM," 2,363 tons, Captain H. D. Jones. 8.8. "POWAN," 2,338 tons, Captain W. A. Valentine.

8.8. "FATSHAN," 2,260 tons, Captain C. V. Lloyd.

8.8. "KINSHAN," 1,995 tons, Captain B. Branch.

8.8. "HEUNGSHAN," 1,998 tons, Captain R. D. Thomas.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday excepted), 10 pm. (Saturday excepted). Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday exceptes.

The s.s. "POWAN" will leave Hongkong every Monday, Wednesday, and Friday. p.m. from Queen Street Wharf West returning from Canton every Tuesday, Thursday, and Saturday at 5 30 p.m.

Those Steamers, carrying His Majesty's Mails, are the largest and fastest on the River Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LD

HONGRONG-MACAO LINE. S.S. "SUI-AN," 1,651 tons, Captain E. H. Grainger.

S.S. "SUI-TAI," 1,651 tons, Captain G. F. Morrison, Departures from Hongkong to Macao on week days at 8 a.m. from Douglas Wharf & at . 2 p.m. from the Company's Wharf. On SUNDAYS SPECIAL CHEAP EXCURSIONS leaving Hongkong at 9 A.M. from Douglas Wharf & from Macao at 5 p.m. The Company also runs a Steamer from Macao on Sunday Morning at 7.30 a.m. and from Hongkeng at 1 p.m. from the Company's Wharf. Departures from Macao to Hong song on week days at 7.30 a.m. and 2 p.m.

CANTON-MACAO LINE.

8.8. "LUNG 3HAN," 219 tous, Captain T. Hamlin. Departures from Macao to Canton on Monday, Wednesday and Friday, at 7.30 a.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 a.m.

JOINT SERVICE OF THE HONOKONG, CANTON AND MACAO STEAMBOAT CO., LD., THE CHINA NAVIGATION CO., LD., AND THE INDO-CHINA STEAM NAVIGATION CO., LL.

CANTON-WUCHOW LINE.

8.8. "SAINAM," 588 tons, Captain J. Willox,
8.8. "NANNING," 569 tons, Captain A. McKinnon.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the-HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

JOINT STOCK SHARE.

COMPANY.

Hongkong & S'hai.

National B. of China

China-Borneo Co....

China Light & P. Co ...

China Provident

Bongkong

Docks and Wharves-

H. & K. Wharf & G.

H. & W. Dock

New Amoy Dock ...

Canton

China Fire....

China Traders

Hongkong Fire.....

North China

Union

Yangtere

Hongkong Landiny.

Humphrey's Estate

Kowloon Land & B.

Raubs

Feat Tramways

China Sugar

Luron Sugar

Steamship Companies

China and Manila...

Douglas Steamship.

H., Canton & M.,...

Indo-China S.N. Co.

Shell Transport Co.

Star Ferry.....

South China M. Post..

Steam Laundry Co...

Stores & Dispensaries

Campbell, M. & Co.

Powell & Co., Wm.,

Watking

Watson & Co., A. S.

Do. Founders.....

United Asbestos

Union Waterboat Co.

Barometer

Temperature ...

Humidity

Wind Direction

Weather

Force ...

Do. New

Philippine Co.

Refineries—

Shanghai Land..... The. 50

Westroint Building \$50 | 148.

Charbonnages Fcs. 250 \$480, buyers

Land and Building-

Cotton Mills-

Bell's Asbestos E. A... 12s. 6d.

Ewo...... Pls. 60 Tls. 64.

International Tls. 75 Tls. 53.

Laon Kung Mow ... Tls. 100 Tls. 93.

Soychee Tls. 500 | Tls. 310.

Shanghai Dock..... Tls. 100 | Tls. 76, buyers

S'hai & H. Wharf... Tis. 100 Tls. 226, buyers

Alhambra

Banks-

Hongkong, August 10th

PAIL UP. QUOTATIONS.

\$675, x.n.i.

\$515, (6116) g .

(£15 pd up)

Ln. £60, n.

(£15, paid up)

Ps. 200 \$120.

\$12 | \$94.

\$10 | \$8.90, sellers

\$6 | \$154, buyers

\$100, sales

\$17, sellers

\$104, bujers

\$175, buyers

\$144, sellers

\$50 | \$160, buyers

\$10 | \$221, buyers

\$25 | \$60, buyers

\$60 | \$180, sellers

\$100 | 199, sellers

18/10 | \$51, buyers

\$10 \$5.

\$100 | \$100.

\$25 \$15.

\$100° | \$21, sellen

\$41.

16.-

\$5 | \$7, sellers

\$10 | \$11, buyers

\$10, x.d.

VERNON & SMYTH.

HONGKONG METEGROLOGICAL

KEGISTER.

Previous Day On Date at

10 a.m.

29.70

29.71

Hong kong Observatory, August 16th.

Highest open air Temperature on 9th 83

Lowest open air Temperature on 9th 74

et s p.m.

29.61

\$10 \$150, x.d., buyers.

\$15 | \$294, sellere

€ 1391 Prefd.

\$28 Deft.

\$25, sellers

\$14, Bellers

\$20; sellers

\$8, sellers

\$10 \$101, buyers

\$87, sellers

\$102, x. new

(113, (new)

Tls. 100.

\$50 \$3173, Bellers

£5 Tla. 75, bayers

858. sellers

\$25 \$241.

\$60 | \$270.

\$100 | \$77ō.

680

\$114, sellers

\$50 | \$724.

Hotel Mansions (First Floor), opposite the Hongkong Hotel; Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LD.

THORNE'S



This Vat was started by the late Robert Thorne of Greenock and has been Sold as No. 4

SCOTCH WHISKY

since 1831.

R. THORNE & SONS, LD., GREENOCK & LONDON. Aberlour, Glenlivet Distillery, Strathspey, N.B. Greenock, Highland Distillery, Greenock, N.B. Glen Moray, Glenlivet Distillery, Elgin, N.B.

Sole Agents in Hongrong, China & Manila A. S. WATSON & Co., LD.

> PASSENGERS. ARRIVED.

Per Kanchow, from Shanghai, Mr Mackenzie. Per Japan, from Calcutta, Mrs. Baggeridge and infant. Per Shinano Maru, from Seattle, &c., Major J. Gale, Messra. Chas. Martin, H. A. Jones,

W. T. Rupert, H. Whitmarsh, Geo. Krumusing, J. M. Brown and Vore Amuney. DEPARTED. Per Rubi, from Hongkong, for Manila, Mr. and Mrs. Benjamin Blumenthal, Miss Barbara Constance Blumenthal, Messrs. A. Carlisle, George Saul, H. D. Woolfe, Beram Singh and

A. T. Mead. Per Iyo Maru, from Hongkong, for Japau, Major Lewis, Capt. Hart-Synnot, Lieut. D. Percival, Lieut. F. Kirwan, Messrs. Kasugai, Hasse, S. Kuniya, A. H. Crook, A. R. Sutherland, A. Gittens, R. J. Birbeck, H. J. Hickman, E. Kalphs and R. Wolff.

Per Nikko Maru, from Hongkong, for Australian Ports, Mr. and Mrs. H. A. Austin, Mr. and Mrs. Pastene, Mr. and Mrs. R. B. Thurston, Mr. and Mrs. W. R. George, Mrs. and Miss Norris, Mrs. W. H. Gibb, Mrs. S. Vogler and child, Mrs. W. R. Bergholz, Mrs. J. K. Rowen, Mrs. E'Waterham, Mrs. Ogilvies, Mrs. J. Johnson, Mrs. G. P. Pitkin, Misses B. Austin, Tiscomier, Rowen and Pitkin, Master Vogler, Master A. Ogilvies, Judge Casey, Mesers, H. D. Cornfoot, David Bell, A. A. Carl, H. B. Gibb, B. N. Walker, M. L. Stephens, David Rives, L. M. Christian, Jas. I. Alison, Gaes Donnell, J. M. Basa, M. Marti, R. Burgers, le Marquis de Barthelemy, le Comte de Hondetot, W. Ellis, G. W. Rogers, W. G. Martin, A. Palmer, R. Packham, L. Lloyd, I. Keenan, Headley, L. B. Marton; R. G Hood, Seelingson and K. Senco.

HONGKONG TIDE TABLE.

From August 12th to 18th, 1907. HIGH WATER. LOW WATER Hongkong Hongkong Height, Mean Time. h. m. m 1049 Mon. 12 Wed. 14 m .0 r4 6 9 m 5 44 Thurs 15 m 747 m 980 i 2 9 Sat. 17 Sun. | 18 | m

9 11 6 3 6 MESSRS. FALCONER & CO.'S REGISTER.

August 10th. Barometer 9 A.M. 29.65 | Therm. (Wetbulb) 9 A.M. 79 Barometer 1 P.M. 29.68 Therm. (Wetbulb) 1 P.H.78 Barometer 4 P.M. 29.70 Therm. (Wetbulb) 4 P.M.78 Thermom. 9 A.M. 81 Therm. Maximum81 Thermom, 1 P.M. 81 Therm. Minimum Over Thermom. 4 P.M. 81 night......78

Printed and Published by BERTRAM A. HALE for the Concerned, at 10A, Des Voeux Road. Central, Victoria, Hongkong; London Office, 131, Fleet Street, E.C.

TAKEO TAKAMICHI,

Hongkong, 6th April, 1907.